DOCUMENT RESUME

ED 099 212 88 SE 018 242

AUTHOR	Abbott, Verlin M.
TITLE	The Changing Scene - A Short History of the Parkway Area. Environmental Ecological Education Project. Revised June 1972.
INSTITUTION	Parkway School District, Chesterfield, Mo.
SPONS AGENCY	Bureau of Elementary and Secondary Education (DHEW/OE), Washington, D.C.
PUB DATE	Jun 72
NOTE	80p.
EDRS PRICE	MF-$0.75 HC-$4.20 PLUS POSTAGE
DESCRIPTORS	*Community; *Community Characteristics; *Curriculum Guides; Ecology; *Elementary School Curriculum; Environmental Education; History; *Instructional Materials; Natural Resources; Social Sciences; Teaching Guides; Units of Study (Subject Fields)
IDENTIFIERS	Elementary Secondary Education Act Title III; ESEA Title III

ABSTRACT

This unit, developed for elementary school use, is designed to introduce the student to the interesting events and people of the past who helped shape the present community of Parkway, Missouri. It can be correlated with other subjects the class may be studying such as Indians, pioneers, Civil War, and Missouri history The unit includes behavioral objectives and the expected student criteria for evaluation for both primary (K-3) and immediate (4-6) grade levels; pretests and posttests for both levels; general background information including discussions of towns, schools, homes, churches, cemetaries and careers; four historical tour possibilities in the area with maps and suggested stops; a bibliography listing appropriate supplemental readings and films; and a supplementary section with student data sheets, lists of local resource people and two related student craft activities. A secondary objective of the unit is to provide new citizens of Parkway with information about the history of the area. (Author/MLB)

U.S. DEPARTMENT OF HEALTH, EDUCATION & WELFARE
NATIONAL INSTITUTE OF EDUCATION
THIS DOCUMENT HAS BEEN REPRODUCED EXACTLY AS RECEIVED FROM THE PERSON OR ORGANIZATION ORIGINATING IT. POINTS OF VIEW OR OPINIONS STATED DO NOT NECESSARILY REPRESENT OFFICIAL NATIONAL INSTITUTE OF EDUCATION POSITION OR POLICY

ED 099212

SE

ENVIRONMENTAL ECOLOGICAL EDUCATION PROJECT

Parkway School District
Chesterfield, Missouri

DR. WAYNE FICK, Superintendent
VERLIN M. ABBOTT, Project Director

RECEIVED
OCT 1 1973

Unit: The Changing Scene -
A Short History of the
Parkway Area

Revised: June 1972

The work presented or reported herein was performed pursuant to a Title III ESEA Grant administered by the Missouri State Department of Education.

SE 018 242

TABLE OF CONTENTS

	Page
Setting	1
Concepts	2-3
Behavioral Objectives	4-6
Pre-Post Test (Intermediate Level)	7-9
Answers for Test (Intermediate Level)	10-11
Pre-Post Test (Primary Level)	12
Answers for Test (Primary Level)	13
General Background Information	14-21
Towns	22-29
Schools	30-36
Homes	37-42
Churches	43-44
Cemeteries	45-46
Careers	47
Historical Tours, Preface	48
Tour 1	49-52
Tour 2	53-56
Tour 3	57-59
Tour 4	60-64
Instructional Procedures	65-68
Evaluation Sheet	69
Bibliography	70-72
Supplemental Pages	73-78

SETTING

Parkway, as we know it, is a fast growing community with new homes and new people. It is a busy modern suburb and a part of a large metropolitan community. But what was it like ten years ago, fifty years ago, one hundred years ago?

The purpose of this unit is to introduce the student to the interesting events and people of the past who helped shape the present community that we call Parkway. Near each school in our district, there are some historical remains that the student can visit and witness his heritage first hand. The following pages can be used as a guide and adapted by the teacher to fit the grade level and ability of the group of students being instructed. The unit can be correlated with other subjects the class may be studying such as Indians, pioneers, Civil War, and Missouri history.

We hope through the use of this unit the new citizens of Parkway will become aware of the rich history that surrounds them.

CONCEPTS - INTERMEDIATE LEVEL

Concepts I through VI are basic unit concepts.

I. Indians and early settlers of the Parkway area lived in peaceful co-existence.

II. Indians were ecologists.

III. The Lewis and Clark Trail which touched near the northwest part of Parkway District played a part in the history of the area.

IV. The War of 1812 was essentially an Indian War for the area now known as the Parkway District.

V. The early settlers of the Parkway District had many hardships.

VI. In our community, as in other areas of the United States, the pattern of western movement was the same. First came the explorers; then the trapper and hunter; later the homesteader and tradesmen.

Concepts VII through X are concepts to be developed possibly through the use of one of the historical tours.

VII. In terms of social and economic qualities, communities never remain the same.

VIII. The basic needs and wants of people in the past are very much like the needs and wants of people today.

IX. Present happenings are often influenced by a study of the past.

X. Archivists, archeologists, historians, and curators are four possible careers for students interested in history.

CONCEPTS - PRIMARY LEVEL

Concepts I through III are basic unit concepts.

I. Indians and early settlers of the Parkway area lived in peaceful co-existence.

II. Indians were ecologists.

III. The early settlers of Parkway had many hardships.

Concepts IV and V are possible concepts developed through use of one of the historical tours.

IV. The basic needs and wants of people in the past are very much like the needs and wants of people today.

V. The way of life for early settlers was different from what it is today.

BEHAVIORAL OBJECTIVES - INTERMEDIATE LEVEL

Concept Number		
I.	1.	After studying early Indian history as related to the now existing Parkway area, the students will be able to list three ways that the early settlers and Indians coexisted peacefully.
II.	2.	After studying Indians, the students will be able to list three ecological practices of the Indians.
III.	3.	After studying the Louisiana Purchase and the Lewis and Clark Expedition, the students will be able to identify on a map of the area two nearby campsites of the Lewis and Clark Expedition as it passed by the Parkway area.
IV.	4.	After studying about the War of 1812 as related to the area now covered by the Parkway District, ninety percent of the students will be able to verbalize in 50 words or less why the feeling between the Indians and settlers changed.
V.	5.	After studying about the early settlers of the Parkway District, eighty percent of the students will be able to write about two hardships of pioneer life.
VI.	6.	At the end of this unit, eighty-five percent of the students will be able to place explorers, trappers and hunters, and homesteaders and tradesmen in their correct order of occurrence in the pattern of western development in the Parkway area.
VII.	7.	Given an event occurring in the past, a student should be able, after studying this unit, to give a written explanation of cause and effect reasons for the changes that have occurred.

Concept Number		
VIII.	8.	A student should be able to give two basic needs and wants of fifty years ago that are very much like the basic needs and wants of today.
IX.	9.	The students should be able to state three historical occurrences that influence Parkway today.
X.	10.	Students will be able to list and describe three possible careers open to those interested in the field of history.

BEHAVIORAL OBJECTIVES - PRIMARY LEVEL

Concept Number

I.	1.	After studying the early Indian history as related to the now existing Parkway area, the students will be able to dictate one thought for an experience chart on "Why the early settlers and Indians lived together peacefully."
II.	2.	Students will be able to tell one thing the Indians of the area did to protect the environment.
III.	3.	After studying about the early settlers of the Parkway District, eighty percent of the students will be able to talk about two hardships of pioneer life.
III.	4.	Eighty percent of the students will be able to draw two utensils used by the early settlers.
IV.	5.	Following a discussion situation, a student should be able to tell reasons why the basic needs and wants of fifty years ago are very much like the basic needs and wants of today.
V.	6.	Students should be able to state three differences in the way of life today as compared to the way of life for the early settlers.

PRE-POST TEST - INTERMEDIATE LEVEL

1. List three ways the Indians and early settlers in the area peacefully co-existed.

2. List three ways in which the Indians were ecologists.

3. The Lewis and Clark Expedition passed near the Parkway area. On a Parkway map, show (with an X) two of the nearest campsites.

4. The War of 1812 was essentially an Indian War in this area. This statement is true, explain it in 50 words or less.

5. In a paragraph describe the lives of the early settlers in this area. You might want to draw a picture to illustrate your paragraph.

6. List two hardships faced by the early settlers along Olive Street Road or Manchester Road.

7. Fill in the chart below - make comparisons between the past and present.

	PAST	PRESENT
Transportation		
Food		
Clothing		
Homes		
Communication		

8. List in the correct order of occurrence the following pattern of western development in the Parkway area:

( ) homesteader and tradesman	a. occurred first
( ) explorers	b. occured second
( ) trappers and hunters	c. occured third

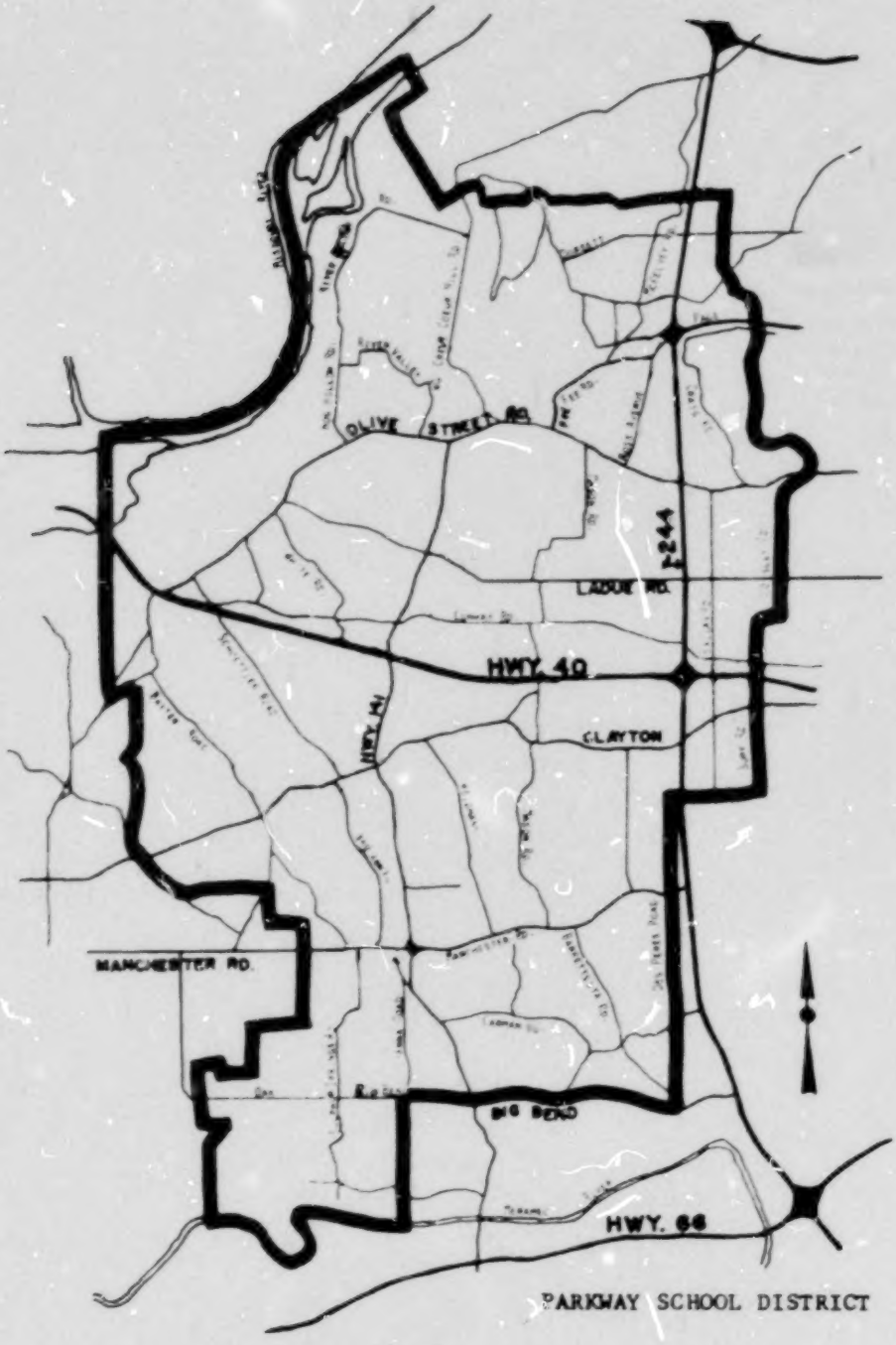
9. The first schools in the Parkway area were built as early as 1836. They were built of hewn logs. What has caused this type of school to disappear from the area?

10. Describe two basic needs or wants that are a part of your present day life that would have <u>also</u> been needs or wants had you lived in the Parkway area 50 to 100 years ago.

11. List three things that presently are found in the Parkway area that are a result of earlier historical occurrences.

12. Describe in one sentence each, three careers open to one interested in history.

PRE-TEST MAP



PARKWAY SCHOOL DISTRICT

ANSWER SHEET FOR PRE-POST TEST

1. a) Indians shared agriculture knowledge
   b) Indians shared hunting techniques with pioneers
   c) Pioneers brought the latest tools of their time from the East and taught the Indians how to use them

2. a) The Indians never left litter, they buried everything that was unsightly
   b) They cut down only trees they needed making sure they left seedlings
   c) If they had to kill a buffalo, they used every part of it leaving no waste

3. See map of "Parkway's Past" page 17.

4. Even before the War of 1812 was declared, the British Indian traders were trying to get tribes to attack the early American settlements. The Indians in our area were friendly but there were always warring types of mad tribes our pioneers were frightened of. Men from this part of St. Louis County left their homes to serve as scouts and rangers to guard the area.

5. Our early settlers had a difficult time getting here. Most came by keel boats to the area. They had to clear a section of trees to build their home out of logs. They tried to settle near a water source. They hunted for meat and used wild berries and fruit until their own gardens were planted.

6. a) Wildlife (bears and wolves, etc. ate their crops)
   b) No schools at first

7.

	Past	Present
Transportation	Ex. Stagecoach Horseback	Automobile Airplane
Food	Meat, corn and wildberries	Anything from supermarket
Clothes	Woven skins of animals	Bought in stores
Homes	Logs cut - built	Bought - built by contractor
Communications	Horseback, stage-coach, word to word	Television, radio, newspaper

8. a) explorers
   b) trappers and hunters
   c) homesteader and tradesman

9. As years went on, they learned how to build better schools. They used stone and rock as they were more durable.

10. a) Food <u>past</u> - they hunted for or grew their own food, they prepared it
    <u>present</u> - They buy it at supermarket prepared

b) Clothing past - kill animals, tan skins, raise sheep, shearing them, spinning yarn, weaving material
present - buy in stores

c) Water past - go to creek, river, well, carry buckets, rain water
present - turn on faucet

d) Communication past - horseback, word of mouth
present - newspapers, television, radio

e) Transportation past - walking, horseback, covered wagons, keel boats, canoes
present - airplane, cars, trains, etc.

f) Entertainment past - quilting, rounding up deer, dancing
present - unlimited

11. a) good schools
b) many churches
c) roads (Olive - Manchester)
d) business

12. a) littering
b) erosion
c) over population
d) water polution
e) sound polution

13. a) archivist - one who keeps valuable records - this could be for an institution-city-historical society
b) archeologist - one who stuides antiques by digging into the past
c) historian - recorder of the past
d) curator - having charge of a museum, etc.

PRE-POST TEST - PRIMARY LEVEL

1. Tell one reason why the early settlers and Indians lived together in peace.

2. Tell one way the Indians protected their environment.

3. What were two problems of the early settlers?

4. Draw two utensils used by the early settlers.

5. Name two basic needs of people living 50 years ago that are the same as people's needs today.

6. Draw three pictures showing three differences in life today as compared to life 100 years ago.

   For example:

100 yrs. ago	Today
(Stage-coach)	(Car)

ANSWERS FOR PRE-POST TEST

1. a) Indians taught settlers how to farm land
   b) Indians taught settlers how to hunt
   c) settlers brought latest implements (tools) and taught Indians their use

2. a) Indians used to bury all litter
   b) Indians cut down trees needed and left all others, always making sure there were seedlings
   c) Indians killed only animals needed for food, clothing, etc.

3. a) problems getting to the area
   b) clearing land to build homes
   c) finding, growing food

4. Pictures of plows, spinning wheels, butter churns, etc.

5. Food, housing, clothing, transportation, communication

6.

100 yrs. ago	Today
Stagecoach	Airplane

100 yrs. ago	Today
plow drawn by oxen	modern tractor

100 yrs. ago	Today
one room log school	modern school

100 yrs. ago	Today
outdoor plumbing	modern plumbing

BACKGROUND INFORMATION

Early Indian History

There is proof that Indians were living in Parkway District as early as 900 A.D. Artifacts found near the present River Bend Subdivision have been thoroughly studied by teams of archeologists from Missouri University and Iowa University. A large crematorium and Indian burial ground which predate the famous Cahokia Mound are located in this area. It is thought that this area was a trading ground, part of a commercial route that the Indians carried on from the Atlantic to the Pacific Coast. The Indians living here were the "prairie Indian" variety, the Dakota, Osage, Missouri, Sac and Fox. The tribes mentioned are described as having been almost too lazy to be belligerent or, maliciously troublesome to our forefathers in St. Louis and the vicinity. There are still some Indian mounds unstudied in the St. Louis area.

Manchester had a very large, permanent Indian encampment on Grand Glaize Creek (southeast corner of Manchester Road and Highway 141). Many artifacts are constantly surfacing indicating the use of many household items at this site. South of this area, is an Indian mound which has been preserved by Kemp Homes in the Country Lane Woods Subdivision. Many Indians passed through this encampment for it was a good portage between the Meramec and Missouri Rivers. There was an abundance of food available on land, in creeks, and in the air.

Manchester was once an Indian trading post. The Indians supplied meat to the settlers who did not wish to go out into the woods to shoot game for themselves. Chouteau and Berthold, well-known area furtraders, would come on horseback from St. Louis and trade furs and skins of animals killed by the Indians for beads, blankets, rifles and knives.

Although the Indians who lived in the Parkway District were friendly to the white man, there were isolated instances of Indian brutality committed by Indians from elsewhere who were passing through the area.

Lewis and Clark Trail

In 1804, Captain Meriwether Lewis and Lieutant William Clark were commissioned by President Jefferson to explore and map the territory the United States had received from France in 1803 (Louisiana Purchase). In the summer their trail lead them through what is now the west Parkway District. The area is called Bellefontaine.

Early Settlers

Some of the early settlers had a difficult ocean crossing and a hard trip down the Ohio River to the entrance into the

Mississippi River. Some came in keel boats up the river to the St. Louis area.

Many of the first farmers in the present Parkway District were German immigrants fleeing their country because they did not wish to serve in the German army. Most of the settlers in the western and southern portions of the Parkway District were German. The French settled in Creve Coeur, and the Anglo-Saxons settled in Manchester.

In the very early days, there were no schools. The old settlers congregated in a shady spot near a spring in the fall of the year camping out one or two weeks at a time. Ministers of several denominations acted as teachers. Beginning around 1840 each settlement erected its own school.

These schools were one room buildings. All grades were taught in one room by one teacher. Often, there were more than 60 pupils in a school. Most of the children walked many miles to school. The children took turns being in charge of starting a fire in the stove in the morning. They carried in a bucket of water which the children drank using a common dipper. The older boys did the janitor work. There were outhouses on the school grounds.

The school teacher usually boarded at one of the nearby homes and often rode horseback to the school. Some of the early records in the Parkway District state that the children were most eager to learn and that there were no behavioral problems.

The Territory of Missouri was organized into five districts in 1812. One of these districts was St. Louis which included the present Parkway area. In 1876 St. Louis County, in which the Parkway District is located, became officially separated from St. Louis.

The present Parkway area included many proud old settlements. Each included a general store, a blacksmith shop, a school, and sometimes a church.

War of 1812

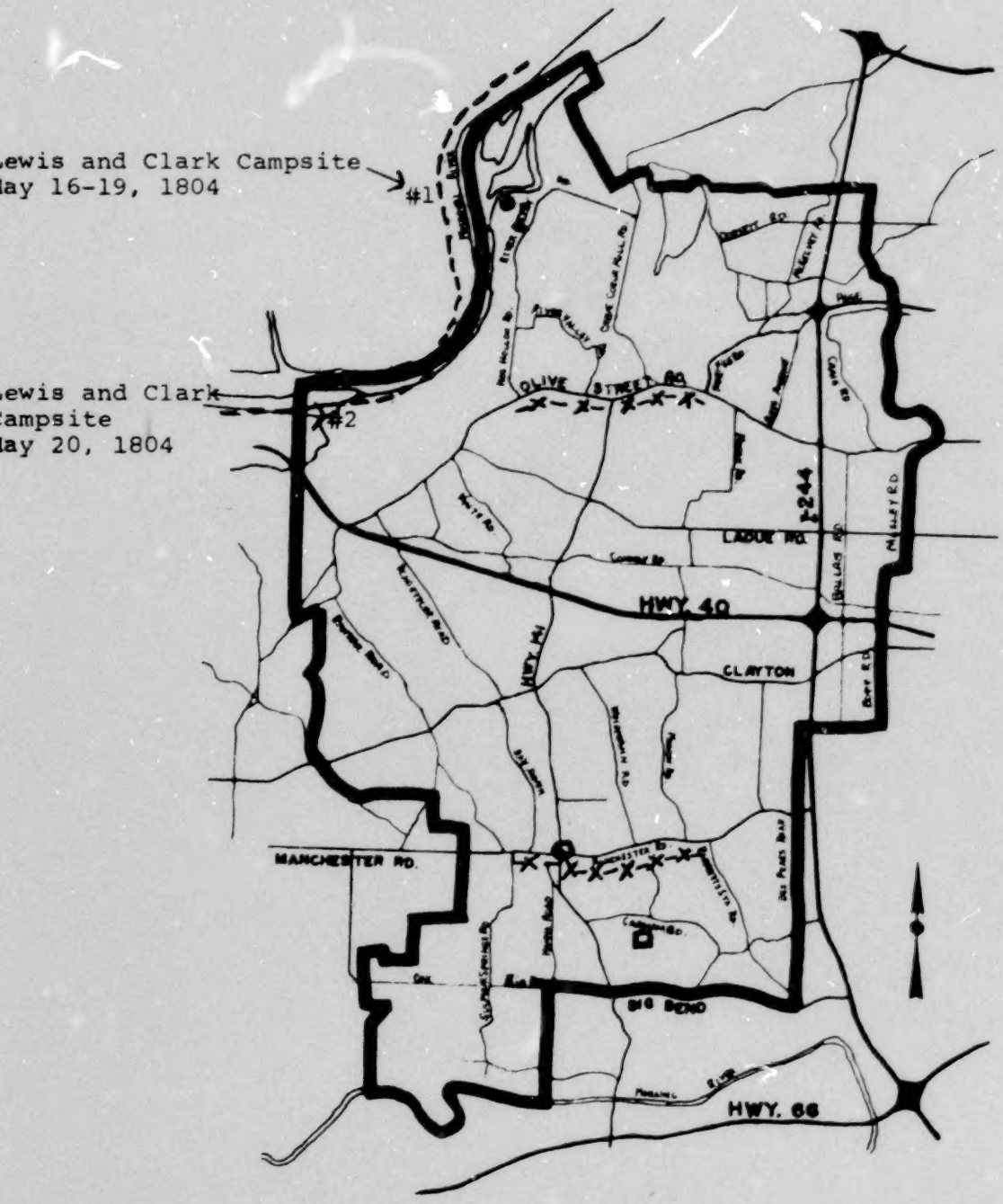
In this area the War of 1812 was essentially an Indian war. Even before the war was formally declared in June of 1812, British Indian traders had been trying to inflame the tribes into a concerted attack upon American settlements such as St. Charles and St. Louis County. The residents of this district were frightened because of a disastrous Indian raid at Prairie du Chien in Wisconsin. In the fall of 1812, Protage des Sioux was raided by some 400 Indians, its inhabitants wounded and their property stolen or killed, and alarm became widespread. This is near St. Charles.

Men from this part of St. Louis County left their homes to serve as scouts and rangers for the Territorial Government. Each man was expected to furnish everything, and if he were a

mounted scout or ranger, he also furnished his own horse. The serviceman was paid 75¢ per day or $1.00 if mounted.

Captain Joseph Conway (after whom Conway Road was named) was the best known officer from this district. Records show that his 45 mounted riflemen defended the area from attack. As a young man in Kentucky, he was caught by savage Indians, tomahawked, and scalped. He recovered, was taken prisoner, and was made to march barefooted to the Detroit area. After being a prisoner for four years on the Canadian frontier, he was able to return to his Bonhomme home, which he had settled in 1798 on a grant made to him by Zenon Trudeau, the Lieutenant Governor of Spanish Upper Louisiana.

A typical soldier of this time was Nathan Jones. He enlisted in the Mounted Rifle Company at the age of 19 and served under Captain Joseph Conway. In 1829 he was married and purchased government land on neighboring Barretts Station Road. By Act of Congress in 1850, he was allowed a bounty land grant. He is buried in the Lacy family burying ground in Manchester, which has been preserved by the Ramsey Corporation.



● Indian Crematorium Site (900 A.D.)
○ Indian Trading Post (1816)
------Lewis and Clark Trail
◘ Unstudied Indian Mound
(No historical markers at sites)

-x-x-x- Civil War troops marched down these roads

* Approximate location

Did You Know That In Parkway District . . . ?

That Indians lived in the area as early as 900 A.D.?

That buffalo abounded in this area and the Indians used its skins and meat carefully?

That in the 1780 the honeybees began to be seen on the wild flowers: and the Indians called them "the white man's fly" and decided to move?

That the white man first arrived in the Creve Coeur area before 1700 and, for almost two centuries, enjoyed a hunter's paradise since this part of the country abounded in wildlife?

That the early settlers were more afraid of bears and wolves than they were of the local Indians?

That in 1798 this area was officially under Spanish rule by the Treaty of San Lorenzo; and that the townspeople of Hoardstown (Manchester), due to poor communication, thought themselves to under French rule?

That in 1806 there were public pastures that each villager had the right to use and that these were called common fields?

That Captain Joseph Conway, our most distinguished officer in the War of 1812, was scalped by Indians and survived it, living to a ripe old age?

That a hero from the War of 1812, Nathan Jones, is buried in Manchester?

That George Broester, who lived in the Murphy home which still stands at Ross and Page, was an interpreter for George Washington to the Indians?

That during the Civil War Union troops were stationed along Olive Street Road to prevent Confederate forces from moving supplies along that route?

That at one time during the Civil War, Union troops were camped on what is now the Manchester ball park, and that it took General Sterling Price a day to march his Confederate troops through Manchester?

That during the Civil War, some land sold for as low as fourteen dollars per acre?

That the building of the Railroad Tunnel on Barrett Road took from 1836 to 1858, being interrupted by cholera, fire, strike, and riot?

That Governor Bates, the second Governor of Missouri, lived at what is now Olive and White; and that every day he rode a horse to the Missouri River, rowed across, then rode a waiting horse to the State Capitol in St. Charles?

That in the early days a company named Frink & Co. operated a stagecoach line--6 horses to each coach--running from St. Louis via Manchester to Union, where one coach took the road to Springfield and another headed to Jefferson City?

That an old Negro school is a residence and antique shop on Fee Fee Road?

That the old Manchester School, built in 1836, is now a gift shop called the Calico Shop?

That the old Olive Street Road was used to test automobiles by early dealers?

That before the first World War, a house-to-house butcher wagon served the area?

That in the early days each house had its own ice saw; and that in later years the Polar Wave Ice Company cut the ice in Creve Coeur Lake with saws drawn by horses, stored the ice in sawdust and then shipped it to the city over the Creve Coeur Branch of the Pacific Railroad?

That in 1849, the Howels Ferry operated from the foot of Old Bonhomme to St. Charles?

That Creve Coeur was at one time known as Shuckstown, because the Dierberg family's first business was making mattresses out of corn husks?

That when the Parkway District was formed in 1954, school children were asked to submit names for the new district, and that a child from Barrett School suggested naming it Parkway because of the Daniel Boone Parkway?

Creve Coeur Lake was a very popular recreation spot at the turn of the centruy. The City of St. Louis was joined to the county via Missouri Pacific Railroad and the Creve Coeur Lake Street Car Line (because of public demand to get to the lake)? In 1901 Moonlighter cars were added. Many thousands of fares were paid in a single day (18,000 on July 4, 1881).

During the cholera epidemic in 1849 patients from the St. Louis area were isolated in tents in the Creve Coeur Lake area. (Pictures of under Carolyn Lyles in history file.)

Hog Hollow was so named because wild swine were in the area in large numbers.

When the deer population became too dense in the area farmers would get together and make a sport of chasing them on

horseback to a land strip between the then two Creve Coeur Lakes.

Because doctors gave out medicine as they made their house-calls, there was no need for a drug store in the area until 1921.

The St. Louis Cycling Club sponsored bicycle races from St. Louis west on Olive to a finish line at Hoch's general store in Bellefontaine.

Marathon foot races started at a mile west of Chesterfield, followed Olive and ended at North and South Road.

The Dorsett family, who owned much of the land in the northern part of the district were slave traders and brought hundreds of Negro slaves into the area. The entire family died in the cholera epidemic.

Barretts School was rebuilt in 1937 with a WPA grant of $7,000. Rock from a local quarry was used. The original Barrets School was built in 1895 and before that there was a log school called Breens School.

Creve Coeur Lake will again become a great recreation area. Federal funds and the St. Louis County Department of Parks and Recreation have tremendous plans and money to accomplish this.

Many small communities have been lost or interwoven into other neighborhoods such as the town of "Altheium" at Clayton and Mason, and "Spursville" at Page and Ross.

That at least three landowners willed their property to their negro slaves and the land is still owned by the slaves' heirs because of clauses in the original wills. One such place is near Lackland and Craig Roads and two other places are south of Olive at Hog Hollow.

That Olive Street Road was a toll road made of wood planks that ran from the Mississippi River to the Missouri River. It remained a toll road until 1860.

That the small farmers in the area moved from farm to farm helping their neighbors with chores such as cornhusking, threshing, butchering, barn raisings, etc.

There were common lands that anyone could farm.

That Spanish land grants, given free, were laid out in ribbon shapes so the farmer would not have to turn his plow so often. The French land plots were laid out in squares.

That early aerial balloons were tested on Craig Road near Olive. And glider planes were tested off of Marine Avenue on property owned by Washington University.

General Observations:

When locations near us were having serious Indian troubles, our early settlers got along well with local Indians. The Negroes living here at the end of the Civil War chose to stay with or near their white friends. There has been peaceful existence in the District.

BACKGROUND INFORMATION

Towns

MANCHESTER ROAD

Manchester Road was a continuation of a street in St. Louis called Market Street Road, under the French it had been called Rue Bonhomme. It was to become the main road in the state. It was used by the farmers to bring their crops to St. Louis. It was one of eight state roads laid out in St. Louis County in 1835. In those days, the roads were not macadamized and there were no bridges and since Manchester Road had no major streams to cross it was extended to Jefferson City in 1839. In early days, a company named Frink & Co. operated a storage coach--6 horses to each--running from St. Louis to Union, where one coach took the road to Springfield and another headed to Jefferson City.

T-1 Manchester

A spring of unusually good water has played an important role in the founding and growth of the City of Manchester. Prior to the turn of the century, travelers by stagecoach and covered wagons came to know the area because of the spring and many decided to remain there. The spring is still helping to serve the needs of the Stoecker Soda Co., which was founded in 1882 helping to serve the needs of the third generation of Stoeckers who now operate the business.

Actual founding dates for the village are obscure, although some time prior to 1825 the community was named Hoardstown after Jesse Hoard, one of the early travelers. In 1825 an Englishman whose name is unknown, arrived and it was he who changed the name of the village to that of his home city of Manchester in England.

What is now the City of Manchester was once the site of one of the first trading posts west of the Mississippi River. A settler named Douglas opened a store in the area in 1816, and soon a man named Triplett set up a blacksmith shop next door. Four years later, a saddlery and harness shop was established and a horse-powered wool carding machine was brought to the town by an early pioneer. It is interesting that the building housing the carding machine was bought in 1827 by John Bell, who later founded Ballwin.

Businesses that have come and gone over the years have included a brewery, a sawmill, and grist mill. Solomon Migneron established a gunshop in 1795, and Bryson O'Hara, one of the earliest settlers, opened a shop for the manufacture of ox yokes, bows and axe handles.

Today, many business establishments line Manchester Road, with more firms moving into the area all the time.

T-2 Winchester

Until the 1920's, the corporate limits of the City of Winchester were within those of Manchester, and the early history of Winchester is closely tied to that of Manchester. In the early 1920's, Winchester was established as a separate municipality, depriving the name from parts of the names of the two neighboring cities of Ballwin and Manchester.

The actual location of Winchester covers roughly the area between Sulphur Springs Road and the 100 block of Manchester Road. The population of the community, which is largely residential, is about 2,500. The growth in recent years is due to the rapid development of the area along Manchester Road.

T-3 Ballwin

The story of the Ballwin area dates back to 1800 when a Virginian, John Ball, emigrated to what was then known as "Kentucky Country." This is the area known as Ballwin Today. As a young man at the turn of the century, he bought a Spanish Land Grant of 400 acres in this area which he farmed until 1837. By then the Ballwin area had become a small community of 12 houses. Since the road between St. Louis and Jefferson City "had become so traveled," he decided to found the village of Ballwin. A survey made in 1837 showed a town comprising 23 acres, divided into 17 blocks of four lots each.

In 1900 the Village of Ballwin boasted four general stores, an implement store, a saddlery and harness shop selling paints and oils, a meat shop, a grist mill, a hardware store and a requisite of all frontier communities, a saloon. Shortly after the turn of the century, a telephone company was established.

Growth of the community was slow, however, and when Ballwin was incorporated in 1850, there were only 725 residents. By 1968, however, the population had grown to 10,000 and growth today continues at a substantial rate. Business in Ballwin includes a 33 unit shopping center, stores of the Central Hardware and Katz Drug chains, and many firms which are located on Manchester Road. Within the boundaries of the community lie the Meadowbrook Country Club, a new Southwestern Bell Telephone office and numerous light industries.

T-4 Hathaway City

The district west of Des Peres was named Hathaway City in honor of Thomas Hathaway, who owned a large tract of land there. This city was on both sides of Manchester Road between Des Peres and Mason Road at approximately Topping Road. The city later disappeared from the St. Louis County records.

T-5 Des Peres

"Named from the river source in this locality," said Edward

Lepere, whose father, Peter Lepere, came to this country from Illinois in 1864. He purchased ground and the buildings of the Des Peres Institute founded over 100 years ago, by Rev. John Gilbreath. The main building was a 14 room brick structure which stands at the east end of Des Peres. The Institute consisted of 16 buildings and students came from all over. It was established about 1840 and discontinued during the early years of the Civil War.

Rev. Gilbreath served as pastor of Des Peres Presbyterian Church - a rock church erected in 1830. Another landmark, the Lutheran Orphan Home on Ballas and Clayton is over 75 years old.

Central Area of Parkway along the present roads of Conway, Clayton and Highway #40

This area was farm land. The many springs and creeks and fertile soil readily supplied the few people that settled there with all their needs.

"But all the people, as they slept in their cabins were serenaded by wolves and their cornfields and pigpens were often invaded by bears." Much of this land is still being farmed although subdivisions, in the past ten years have steadily eaten away the farm land.

The only town in this area that exists today is the Village of Town and Country, and it was not incorporated until 1950.

There were some towns in this area, but they are long forgotten.

T-6 Altheim

Situated on both sides of Clayton Road at about Mason Road.

T-7 New Alsace

Located on Conway Road.

T-8 Bonhomme

Located on the Central Plank Road, now Highway #40 approximately one half mile before crossing the Missouri River bridge. This was the home town of Frederick Bates, the second governor of Missouri.

T-9 String Town

At the junction of Clayton and Baxter Roads there are traces, (that are fast disappearing) of a little town once known to its citizens at the turn of the century as String Town. The true name of the town was Loehr from the family who ran the post office and whose many relatives had settled in the town. Mr. Loehr explained that the town had gotten its local name from the fact

that it was so strung out. The history of the town was traced back to 1895.

T-10 Village of Town and Country

On January 4, 1950 the Village of Town and Country was incorporated. Some of the persons responsible for this event where C. W. Walters, Oscar Sellenriek, Viola Anderson, Carl E. Froelich and C. A. Just. The area of this new community was one square mile and the population was 163.

In 1955 the village annexed an area of land that doubled its size. The present population is approximately 2600.

The area that is now Town and Country was a farm owned by the Klien (or Kline) family. The Klien farm was suppose to have extended from Clayton Road to Manchester and to Topping Road on the west. Topping Road was originally called Ennis Avenue. The community is zoned residential with the exception of the corners of Ballas and Clayton. All homes must be built on one to three acre building sites. Joseph Leopold set the pattern for the type of home construction that can be seen in the area.

The non-residential institutions in the area are:

Missouri Baptist Hospital - moved to this location in 1965.

Visitation Academy - a private Catholic girls' school.

Parkway United Church - established in 1838.

St. Louis County Special School District - school to be opened in September, 1971.

Olive Street Road (recent action changed name to Olive Blvd.)

The general path of Olive Street Road is an original trail which was a river to river connection, from the Mississippi River and St. Louis in the east to Howell's Ferry and the Missouri River to the west. From the western end of this trail wagons, horses, and people were ferried across the Missouri into St. Charles County.

In May of 1851, a corporation was granted a charter to construct and operate a toll-plank road from the western boundary of St. Louis City to Howell's Ferry. The route of the old road (called Old Bonhomme) was changed slightly to create a more direct right of way and the thoroughfare became known as the Central Plank Road. The road was constructed, bridges and toll gates built, and taverns and inns were established and named to inform the traveler of the approximate mileage from the City Court House. Because of financial troubles, the company was dissolved and the County took over the obligations of the road in 1858.

The road continued to be operated as a toll road until 1860, until a court order did away with toll gates on specified St. Louis County roads. The exact point in time when the name Olive

Street Road came into being is vague.

T-11 Stratmann (east of Parkway)

On Old Olive Street Road, just east of Lindbergh, which is now a part of the Incorporated City of Creve Coeur, was a small town called Stratmann. This town consisted of a general store, blacksmith shop, wagon maker, commission merchant, plus the village post office. The history of this town can be traced back to 1836.

T-12 Creve Coeur Lake

Creve Coeur Lake enjoyed patronage for a number of years unequalled before or since the history of St. Louis County. This popularity was mainly made possible beginning before the turn of the century by joining the Lake area with the City of St. Louis via the Missouri Pacific Railroad and the Creve Coeur Lake Streetcar Line. In 1901, moonlighter cars were added and provided to many, the pleasure of summer evening excursions out from the city.

In the prime days, picnics, fireworks displays, carnivals, boat races, and motorcycle races were among the events to delight the visitors from town. But during the same days prohibition racketeers with their newly acquired wealth, began frequenting club houses, resorts, and road houses in the lake area. They used these haunts for their usual diversions--relaxing, gambling, drinking and killing each other.

During the 1930's the lake ceased to be the playground it once was and in 1950 the streetcar route was discontinued. This marked the end of a most fascinating and delightful era in the history of the entire St. Louis community.

The lake area is now owned by the St. Louis County Park Department and is being cleaned up and improved.

City of Creve Coeur

In December of 1949, Creve Coeur incorporated as a class four city. This was partially a mechanism to prevent annexation by some neighboring communities. No longer was the name to be assigned merely to a vague, unidentified area straddling Olive Blvd. Definite boundaries, procedures, and organizations were created to efficiently operate the government of a rapidly growing suburban community.

At the time of incorporation, the city had about 2000 residents. In 1970, the population was approximately 8000 people.

T-14 Fern Ridge

Immediately west of the present city limits of Creve Coeur is the community of Fern Ridge. The earliest reports of

habitation by white men are dated just following the Civil War.

A quarry came into existence about that time, south of Olive and east of Creve Coeur Creek, In 1870 a log building housed the first general mercantile store in this settlement. A complete and modern supermarket is now operated at that very site.

The first blacksmith shop was opened just west of Fee Fee Road. In 1908, a Mr. Vogt and a Mr. Studt started what developed into one of the largest and most successful farm machinery agencies in St. Louis County.

T-15 Lake

The town of Lake is approximately five miles west of the present Creve Coeur City Hall. At the beginning of its existence, the community was called Hog Hollow, a name which originated from the fact that wild swine were present in the area. Their route was soon traced by a hog path which was eventually developed into Hog Hollow Road.

Before 1900 the first school was built in this area. About 1876 a combination store, saloon, and post office was opened.

In 1902the St. Louis County Water Company purchased land in the bottoms near the river and established a pumping plant.

T-16 Bellefontaine

This town, on Olive just east of the intersection with Highway 40, was at one time known as Hilltown. The original name was probably assigned because of the early arrival of Mr. August Hill, who settled in the bottom land nearby in 1837. Hilltown was unique for a town its size in that it had two general stores by 1850.

Mail cameto Bellemonte, as the original post office was designated, in 1851, by stagecoach. The name was changed to Bellefontaine on February 3, 1863.

Marathon foot races are a part of Bellefontaine's past and the St. Louis Cycling Club sponsored bicycle races from the city, west on Olive to a finish line in Bellefontaine. A marble marker in front of the present Rinkel's store identifies the spot which was the terminal of the long races of many years ago.

T-17 Chesterfield

Shortly after the War of 1812, a veteran of the conflict arrived by boat at Howell's Landing on the Missouri River. He established Chesterfield, the oldest settlement on Olive, which at that time was scarcely more than a winding cow path. His name was Colonel Justus Post.

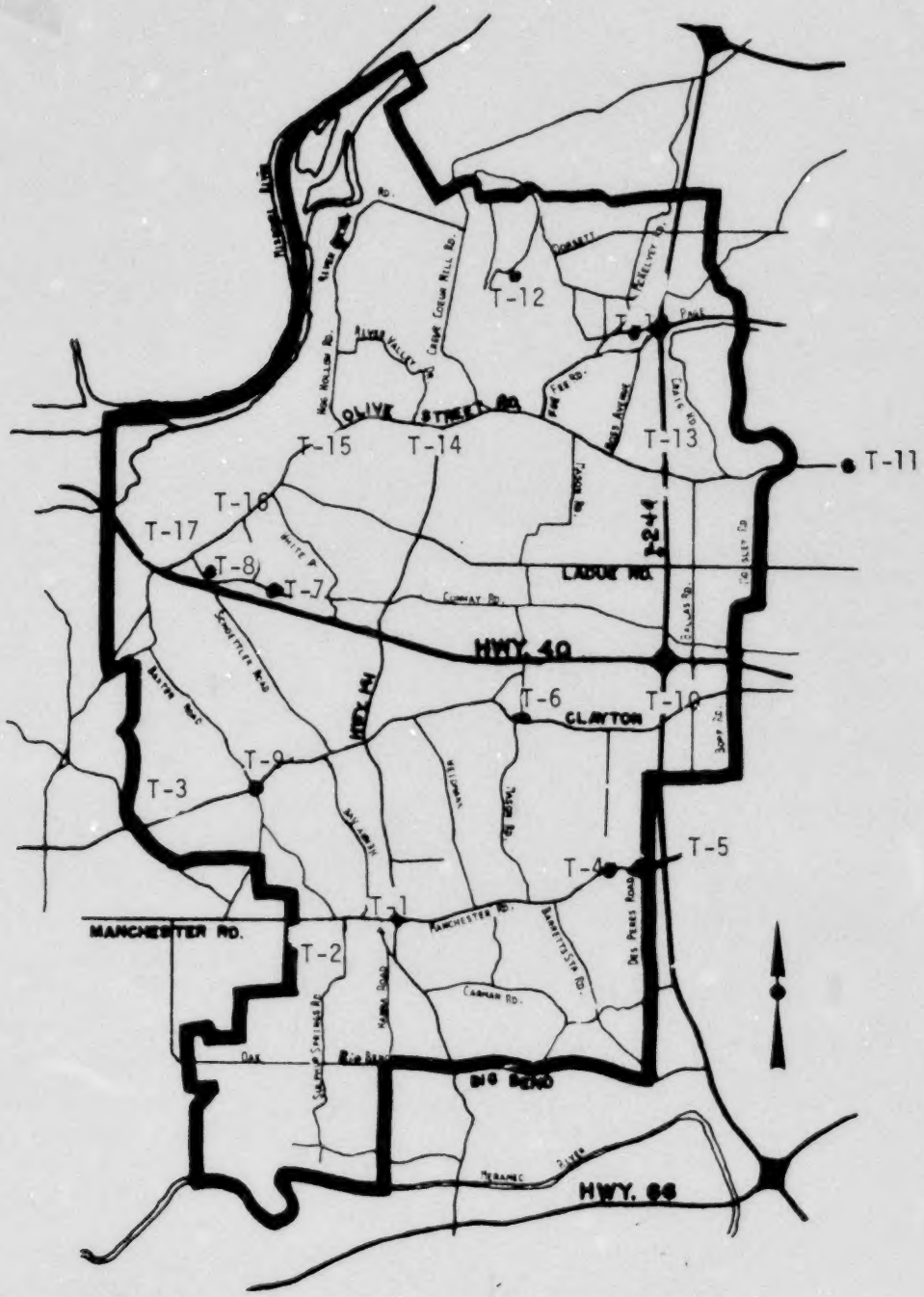
The origin of the name Chesterfield, is somewhat in question.

Some say it was in honor of the variety of potato which was raised there. Others say the potato was named for Chesterfield. However, it is probably safe to say that the name originated from Lord Chesterfield, an Englishman, who may have visited the community.

Chesterfield includes a wide area. It is made up of many acres of gently rolling to hilly territory. The very river which made this fertile bottom land accessible to early settlers would at times do everything within its power to destroy or drive off those same settlers. This inconsistency in the river's affection took the form of violent floods which washed away crops and homes and occasionally people.

CITIES AND TOWNS OF PARKWAY

* No longer in existence



T-1	Manchester	T-10	Town and Country
T-2	Winchester	*T-11	Stratman
T-3	Ballwin	*T-12	Creve Coeur Lake Area
*T-4	Hathaway City	T-13	Creve Coeur
T-5	Des Peres	T-14	Fern Ridge
*T-6	Altheim	T-15	Lake
*T-7	Alsace	T-16	Bellefontaine
*T-8	Bonhomme	T-17	Chesterfield
*T-9	String Town	*T-18	Spursville

BACKGROUND INFORMATION

Schools (See related file on the history of your school)

As settlers moved into this area that we now call Parkway, one of the first things that they tried to do was organize a school for their children. The following is fragmented information about some of these schools.

S-1 The First School dated 1836 is located at 738 Manchester Road. This is the oldest school standing. It was a two story weather boarded structure made of hewn logs. It was first a school and later a residence. The building, extensively changed through remodeling, renovation, and expansion, is now a gift and antique shop, The Calico Shop. We assume this was the first Manchester School. It is believed that there was a school at Baxter and Manchester Roads prior to 1836 but there is no evidence of this structure today.

S-2 Manchester -- In 1907 the cornerstone for the Manchester School (now the Manchester annex) was laid. The original cost was $8,000. The city limits of Manchester today follows the former lines of the Manchester School District. There was no transportation furnished before 1954. In 1908 the tax levy of 30¢ on the $100 valuation was sufficient to operate the school. The teacher's fund was $400, the enrollment was 24 and the library was made up of 46 books. Pupils attended the same small school all through the grades and perhaps had only one or two teachers during the entire time. Classes included a little English, arithmetic, agriculture, spelling, and geography. High school was tried for one year on the second floor of the present annex but this didn't work because there were too few pupils.

S-3 Sulphur Springs School was a one room frame building built about 1867 on ground given to the district by a family named Reinhardt. This was on one acre of land. Later a basement was put in so they could have heat and 10 feet was added for a cloakroom. Also, the building was divided into more rooms. This district included a large area down to the Meramec River. A former teacher of Sulphur Springs School is still living today. She taught between 12 and 15 students at a time. The students were mostly German but did speak English. The teacher's salary was $50 a month and she boarded with a family, paying them $16 a month. The parents of the students wanted them to learn arithmetic. Arithmetic classes were held first thing in the morning followed by recess, language, spelling, reading, government, physiology, and agriculture. The teacher was known for her story telling. There were no desk supplies provided, everything was brought from home. The students had to cross a creek to get to the school and when the creek flooded they did not go. Instead they stayed home and helped their parents with the farming. Not all eight grades were taught every year. First and second grades were always taught, but third and fourth were taught alternating years as was fifth and sixth and seventh and eighth grades.

S-4. The first Barrett School was built of red brick in 1895 and used until 1937. Prior to this time a log structure known as the Breen School was located on this site.

Barretts was a one room school built on land owned by the Barrett family. In 1937, a new school was built for $7,000 as a W.P.A. Project, this is part of the present building. All the rock came from a local quarry. The school was operated under the laws for rural schools - a three man Board. In 1948 the rural school laws were revised and plans for reorganization were developed. In 1951 Barretts became part of Mason Ridge Consolidated School District #2.

S-5 Oak Grove School was built in String Town in 1905. It was a small one-room rock building which housed eight grades. In the spring of 1909 the teacher wrote on the blackboard "Please vote for a two-room school." The bond issue passed and in the summer of 1910 a two room frame building was built.

One of the earliest teachers in the school was Miss Esther McDonals, a Scottish school teacher who had her students sing "The Blue Bells of Scotland" at the start of each new day. This artistic teacher would hand paint invitations for each child for all school programs.

S-6 Moore was a one-room school on Mason Road, 1000 yards from the entrance to Queeny Park. No record could be found as to when the school was started but a family cemetary nearby dates back to 1833. There are residents still living in this area that went to this school in 1895. Although there was talk of consolidation as far back as 1928, it wasn't until 1947 that this one-room school house closed.

S-7 Adams was a one-room school house across from Parkway United Church at Clayton and Ballas. The children attending this school were from the large farms in the area. The school is still standing, now being used as a residence.

S-8 Locust Grove was a one-room school located at Ladue and Mason Road. This school was created in 1846 and called Hibler School. In 1857 a tax of three hundred dollars was voted to erect a new school, not to cost over one thousand dollars, and an additional one hundred ten dollars could be borrowed for desks, seats and a fence.

S-9 Weber School prior to 1886, Spoede School District provided a Branch School in a private home for pupils who lived in the Creve Coeur area. In 1886 an acre of land was acquired for $150 and a frame building was constructed for $635. John G. Weber served as the first District Clerk and the school was named in his honor. The enrollment was 63 and the teachers salary was $53 per month.

In 1909 a two room brick school was built. Around this time, with an enrollment of less than 100, a two year high school

program was added and continued until 1916. This was discontinued and the high school pupils had to go by bus to Clayton or Eureka High Schools. It wasn't until 1956 after Weber became a part of Parkway that there was again a high school close by.

S-10 Fern Ridge -- In 1885 a man named F. W. Wright donated land for the purpose of building a school. The following year a school was constructed and named for the donor of the land. The school burned in 1886 as the result of being struck by lightning. A new building was erected and used until 1903, at which time it was condemned and sold. A site considered to be more desirable, yet close to the original, was selected and a new building furnished with modern equipment was constructed in 1904 and was named Fern Ridge School.

S-11 Creve Coeur School -- In an area called Spursville, on the corner of Craig and Lackland, probably dating back to 1874, was Creve Coeur School.

This one-room school had an enrollment of 60 plus during the winter months. When the outdoor farm work was finished, all the big boys (up to 18 years) would attend school and took over the janitorial work during the day. There were no discipline problems even though the schools had women teachers , in most cases not much older than the students. (One teacher was 19 and the pupils were 16 and 17.) During the fall and winter months, the children brought potatoes and vegetables which were used by the teacher and older girls to cook soup for the students' lunch. The old school was destroyed when Highway #244 was constructed.

S-12 Stafford was a school for Negro children. It is now an antique shop on Fee Fee about one half mile north of Olive.

S-13 Bellefontaine -- On Conway Road near Highway #340 (Olive Blvd.) is the one-room Bellefontaine School built on land donated by the Conway family. This building has since been converted into a home.

S-14 Lake School and Lake School Museum -- Coeur DeVille Drive, given to Creve Coeur by Louis Gelber. Date: 1897; Style: one-room school house prior to 1900. The Creve Coeur Historical Committee has restored this building to its original appearance: a one-room school in a nineteenth century agrarian community. Painted white with green shutters, it was originally on Olive Street Road at Hog's Hollow. In 1925 it became a warehouse.

The structure was moved in 1968 to its present site. It has a new role as a children's museum, to give urban-oriented youngsters a firsthand example of school life long ago in St. Louis County. Appropriate furnishings give the interior the aura of a Winslow Homer painting. (See pencil sketch, p. 78).

S-15 Mason Ridge (Consolidated District #2) -- This district encompassed seven common school districts which existed in 1877. In 1910 the County court changed the designation of these districts

to:

District #28 Locust Grove
District #44 Moore
District #36 Adams
District #37 Oak Grove
District #43 Manchester
District #52 Barretts
District #53 Sulphur Springs

On April 1, 1947 a proposal for the consolidation of Locust Grove, Moore and Adams was submitted to the electorate. The proposal carried in Moore and Adams, but failed to pass in Locust Grove. A Board of Arbitration on April 12, 1947 decided in favor of consolidation. This district was designated as Consolidated District #2.

The district then enlarged by annexation of the following:

District #37 Oak Grove on March 20, 1950
District #43 Manchester and District #52 Barretts on March 20, 1951.
District #53 Sulphur Springs on September 22, 1952.

In 1952-53 four schools were conducted by this district:
Enrollment - 639
Faculty - 21
The assessed valuation was $6,435,310
Tax levy was $2.92
Cost per pupil in A.D.A. was $257.08
Assessed valuation per pupil A.D.A. was $11,939

Reference: Development of School Districts in St. Louis County with Special Emphasis upon the Application of Missouri Senate Bill #307. County Superintendent of Schools - Clayton, Missouri.

Fern Ridge

This district encompassed three common school districts which existed in 1877.

In 1910 the County Court designated these districts as:

District #23 Fern Ridge
District #24 Lake
District #27 Bellefontaine

On June 11, 1949 Fern Ridge organized a six director district on June 28, 1949 Lake was annexed and on July 18, 1949 Bellefontaine was annexed.

In 1952-53 this district conducted 2 schools:

Enrollment - 318

Faculty - 11
Assessed valuation - $3,594,210
Tax rate - $2.10
Cost per pupil in A.D.A. was $302.47
Assessed valuation per pupil in A.D.A. was $14,262

Weber

This district was not in existence in 1877. It first appeared on the tax records in 1886, and was known as District 7, Township 45, Range 5.

In 1910 the County Court designated this District #29 Weber. On April 1, 1952 it was organized as a six director district known as the School District of Weber.

In 1952-53 the district conducted 1 school:

Enrollment - 93
Faculty - 4
Assessed valuation - $1,340,220
Tax Rate - $2.50
Cost per pupil in A.D.A. - $344.20
Assessed valuation per pupil in A.D.A. - $17,904

Parkway (non-high school district)

At a special election on consolidation on May 8, 1954, Fern Ridge, Weber, and Mason Ridge (Consolidated #2) voted in favor of consolidation.

A new school district was formed on June 15, 1954 the name Parkway Consolidated School District was adopted.

Enrollment - 1230
Faculty - 42

In 1954 the new district conducted 5 schools.

Mason Ridge Consolidated School District #2 to Parkway Consolidated School District

Organized in 1947. First Superintendent of Schools was Robert D. Snyder.

In 1952-53 Robert Snyder asked the School Board for a year's leave of absence to work on his doctorate degree at Harvard University.

Dr. W. Shankland was acting Superintendent of Schools during Mr. Snyder's absence.

Mr. Snyder returned to Mason Ridge for 1953-54, and in order to complete his requirements for his Doctorate degree he had to do something to improve his School District. Since Mason Ridge

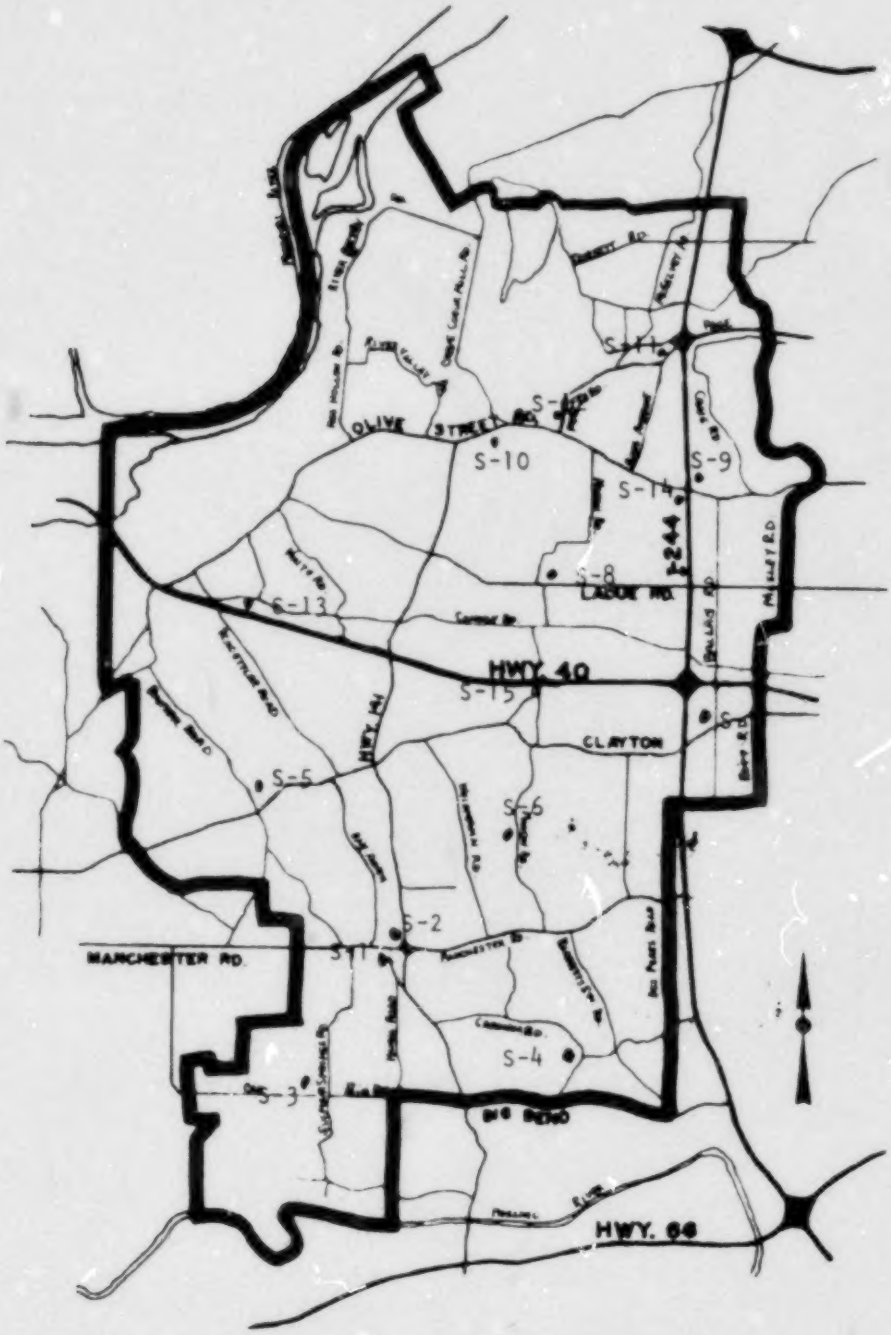
was not a high school district, Mr. Snyder thought that a Consolidation or annexation with a joining school district that did not have enough money or pupils to support a high school would be profitable for all concerned. He therefore invited interested citizens to discuss the possibility of such a move. A Steering Committee was formed under the leadership of Ralph McIlvaney, a former School Board member of Barretts School. Citizens from Weber and Fern Ridge Districts were invited to participate in the discussions. There was some talk of inviting Valley Park also, but this idea did not meet with popular approval.

On Saturday, May 8, 1954 the citizens of Consolidated School District #2 (Mason Ridge, Barretts and Manchester), Weber School District and Fern Ridge School District voted to consolidate.

There had been a lot of controversy on this issue and a lot of opposition in the Manchester area, and this was to lead to bitterness. The revenge came in the form of a "dump Bob Snyder" campaign which succeeded in 1958.

Robert Snyder was replaced by Clarence Farnham as Superintendent of Schools. Parkway got it's name through a contest. It was named for the Daniel Boone Parkway that passed through the center of the district. (Highway #40) In 1957-58 Parkway became a High School District with the opening of the Central Jr.-Sr. High School on Woods Mill and Ladue Roads.

SCHOOLS OF PARKWAY



S-1 First School
S-2 Manchester Annex
S-3 Sulphur Springs
S-4 Barretts
S-5 Oak Grove
S-6 Moore
S-7 Adams
S-8 Locust Grove
S-9 Weber
S-10 Fern Ridge (original)
S-11 Creve Coeur (Spursville)
S-12 Stafford
S-13 Bellefontaine
S-14 Lake School Museum
S-15 Mason Ridge School

BACKGROUND INFORMATION

Homes

H-1 "Thornhill," home of Frederick Bates (1777-1825), second governor of Missouri, Arrowhead Road and Olive Blvd.

Date: 1807-1820
Style: Pioneer Farm Home

This historic home with two original log cabins, early barn and family cemetery on 98.5 acres of land, comprise the generous gift of Mr. and Mrs. Leicester B. Faust to St. Louis County.

The property was a Spanish grant of 462 arpens (arpen equals about .85 acre) to John and Elizabeth Lewis, granted by Lieutenant-Governor Zenon Trudeau in 1795. She was a sister of Rebecca Bryan Boone, wife of Daniel Boone. Lewis was a man of enterprises, operating the Lewis Ferry from his property across the Missouri River, and salt works at Saline Creek.

Because Lewis was a man of some means and had a large family, it is now thought he must have built this house, always known as the Bates house, before selling the entire tract to Bates in 1810. Bates, a Virginian, who came to St. Louis in 1806, bought other adjoining properties.

The house was large for the period. It is planned to restore it to the original conditions: a two-story log house on native stone foundation with a two-story porch, accessible from each of the upper floor chambers, gracing the front. A one-story "office" projecting on the east, removed during previous alterations, will be restored. Restoration will include removing the wall to the rear and the asbestos shingle sheathing. Fortunately, the hewn walnut floor joists, random width flooring, 14" timber sills and hand worked moldings of door casings and interior millwork have been preserved.

The ancient barn contains an old-fashioned hay rake and other early farm implements.

The Governor and members of his family are buried in a consecrated area, commanding a dramatic view of the river at Howard Bend.

Bates lived here until his death from pleurisy in his second year of office as governor. He commuted across the river to St. Charles where the state capitol was then located.

There is evidence of Indian occupancy of the land through potsherds and flints in the soil.

The Faust gift will afford space for picnicing, hiking, baseball diamonds, and family outings in an area suddenly rampant with just-built and about-to-be-built subdivisions.

The County Historic Buildings Commission is restoring the historic properties.

H-2 Clester Log Cabin, 12433 Conway Road. Mr. and Mrs. L. Darrell Clester, owners.

Date: 1800 (estimated)
Style: Pioneer

An excellent example of how watchfulness helps to save our architectural heritage. Mr. and Mrs. Clester fell in love with this cabin when it was on the O.K. Bovard property nearby, now St. John's Hospital. The Bovards, who acquired it with their acreage in the 1920's, had kept it from falling apart with a protective floor and roof.

After many negotiations, the Clesters finally moved the cabin to their property. Their most thorough and appropriate restoration includes new floors, roof, beams, foundation, and fireplace with chimney. Whenever possible, materials such as stones and wood, found near at hand, were used as the pioneer builder would have done.

It is furnished with many rare household and agricultural implements of the time. The handblown window panes come from the Bonhomme Church.

Little is known of the building's history. Earliest records start with the Behnen family occupying it for about 100 years.

The Clesters generously share this gem, opening it to school and other groups, by appointment.

H-3 Lyceum Building, 920 Manchester Road. Roger Krull, present owner.

Date: 1894
Style: Italianate

Thought to have been built by John Straszer, this building was designed for the first floor commercial use, with the second floor a hall for theatrical and educational uses - hence the name, Lyceum. It became one of the earliest movie theaters. The building was moved back to make room for widening the road some years ago.

It has been owned since the 1920's by Roger Krull, proprietor of the Manchester Produce Co., first floor. Maintenance of the building with its metal exterior resembling brick is excellent. Colorful displays of plants and fruit in season in the front attract art and sketching classes regularly.

H-4 Victorian House, 802 Manchester

Date: 1890
Style: Italianate

This house was also built by John Straszer. It is one of the first buildings to have indoor plumbing. Today it is a dress shop.

H-5 William J. Tappmeyer Farm Home, 12525 Olive Street Road, Fred Tappmeyer, owner.

Date: 1884
Style: Victorian Farm

This building is significant for its original condition and completeness as a farm of the late nineteenth century. Outbuildings of the period--brick smoke house, frame barn, corn crib, implement shed, ice house--remain in use.

The larger kitchen and basement space added to the rear in 1890 gave the family a place to serve meals to railroad workers in the area, in addition to their regular farming tasks.

Examples of Victorian detailing in wood are found in the small front porch, eaves, cornice, and window heads.

H-6 Charles Stemme Farm Home, 13921 Olive Street Road, Harry Beffa, owner.

Date: 1858
Style: Victorian Farm Home

Alas, all that remains of this original farm home is the brick smoke house, now stuccoed and painted white. The two story brick house with ell having a two-story gallery on the east side, as recorded in the Survey, has been torn down and replaced by a modern one-story dwelling.

H-7 Ludwig W. Sellenriek Home. White Road, north of Conway Road. Edward Blank, owner.

Date: 1860
Style: Federal Styled Farm Home

Located on a high ridge, this large two-story farm structure has an ell supported on native stone foundation. Exterior siding is clapboard. A small addition together with a stone chimney and fireplace on the east end is not original, but detailed in sympathy with existing work.

H-8 Kropp Cabin 171 Old Sulphur Springs Road

Date: 1840
Style: Hewn log

The Kropp Cabin is reported to have been used as a home for an employee of George Kropp, blacksmith and wagon maker, who then resided at the First School building. It retains its original exterior appearance.

The cabin is also known as Dosenback Cabin. Widow Dosenbach raised a very large family in the one-room cabin.

H-9 Bacon Log Cabin, 685 Henry Avenue, Old Trails Historical Society, owner.

Date: 1840
Style: Pioneer Farm Home

This "L" shaped log structure is all that remains of the original William D. Bacon farm. It has been preserved as part of the Oak Tree Farm development. Evidence suggests the present building is really a composite of two earlier structures. The portion facing the road appears original as does the native stone chimney and fireplace on the north. The structure forming the ell to the west looks as though it had been relocated to this position. Its connection to the main building is crude. The ell portion has a loft which would indicate it was once a main building.

H-10 "Jarville," Mason Road. St. Louis County Parks Department

Date: 1853
Style: Greek Revival

Situated on a comparatively little-traveled road surrounded by rolling countryside, this red brick delight retains the quiet charm of when it was built more than a century ago for a country residence by Hyacinthe Renard, an old French resident of St. Louis, and his second wife, Celine Vigne, daughter of a French emigre. It is named for a section of Nancy, France, where Mrs. Renard's father was postmaster.

Having no children, the Renards adopted his niece, Mrs. William M. Bleyer (Mary Rose Sarrazin). She was the great grandmother of Mrs. J. Scott Robertson.

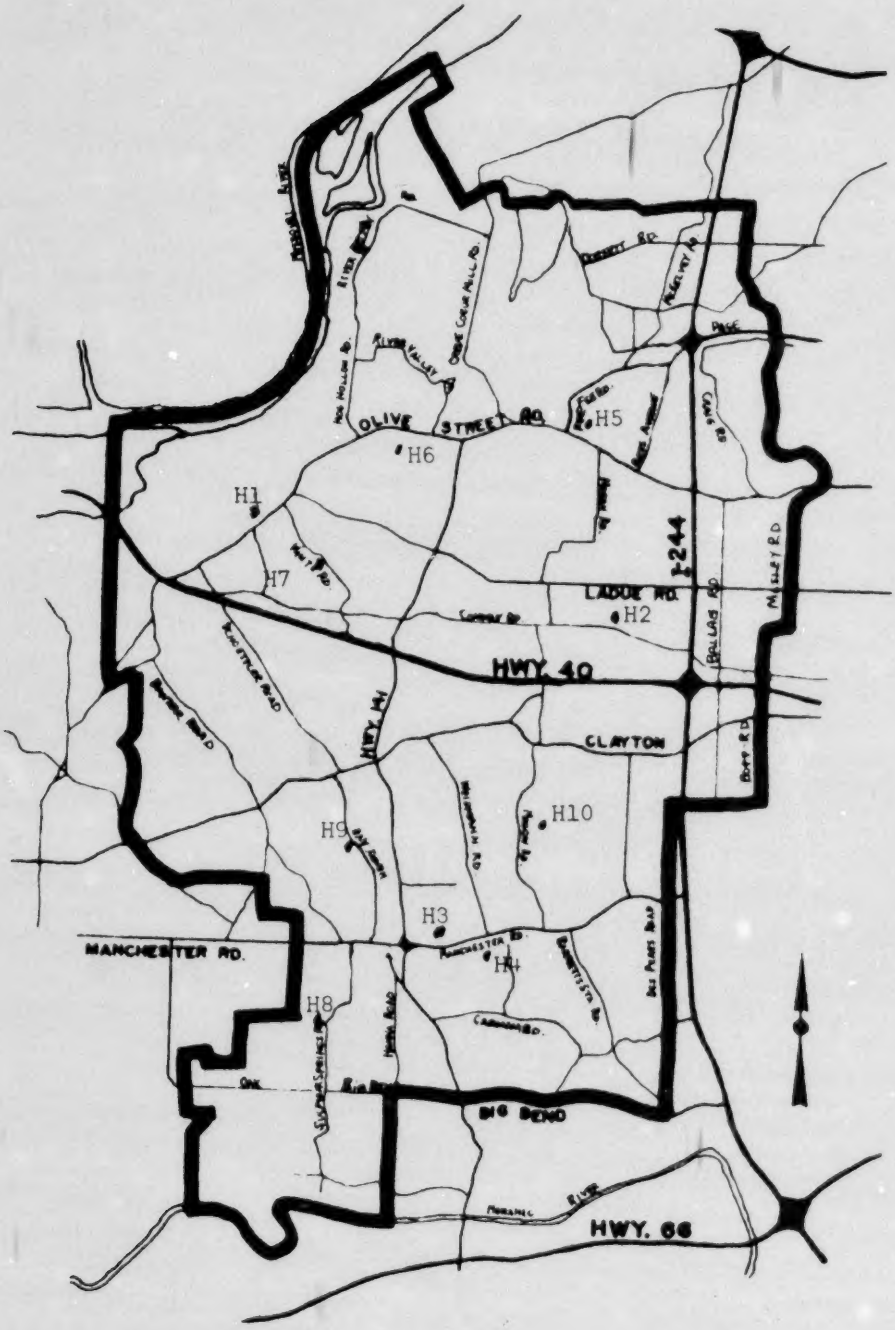
In viewing the house, it is appropriate to quote Mr. Renard's obituary which describes him as "an unobtrusive gentleman of sufficient means to lead a life of cultivated leisure. He devoted much time to reading, and had in his library the French Encyclopedia of some 150 volumes. He was a French Republican and an admirer of Napoleon, whom he met at a grand review in the streets of Paris when he was a boy.

His taste is reflected in the simple columns of the front portico, delicately repeated in brick pilasters on adjoining walls and the circular window in the pediment. The proportions of the building, the millwork and hardware are distinctive. The central hall woodwork is typical of the original, as is the dining room mantel.

The Renard family lived in the country but a few years, and moved back to their city residence at 1303 Pine Street.

The property with more than 600 acres became the home of the Edgar Queenys in the 1930's. William D. Crowell was the architect in charge of the remodeling. The long room on the left was originally two parlors. The library to the right and the dark room in the basement were inspired by Mr. Queeny's interest in photography. The English type pub room for informal entertaining in the basement was also installed at this time. The kitchen, storage areas, rear stairway, courtyard, garage and boxwood gardens to the rear made the house suitable for contemporary suburban living.

HOMES OF PARKWAY



H1 "Thornhill"
H2 Clester Log Cabin
H3 Lyceum Building
H4 Victorian House
H5 William J. Tappmeyer Farm Home
H6 Charles Stemme Farm Home
H7 Selenriek Home
H8 Kropp Cabin
H9 Bacon Log Cabin
H10 "Jarville"

BACKGROUND INFORMATION

Churches

This list (we are sure it is incomplete) includes only churches that we know were established in this area prior to 1910.

Parkway United Church of Christ was part of the Zion Congregation which was organized in 1838. The members met in a house at Clayton and Ballas. When a site was selected for the permanent building, the majority of the members voted to locate on Manchester Road. In 1843, the members living north of Conway Road established a separate church. This is now known as Parkway United and is located at Clayton and Ballas Road.

St. Monica's Catholic Church was established in 1872. The original church was administered as a mission by the Franciscan Father until it became a parish in 1880. In 1960, four new parishes were formed out of the original St. Monica's Parish.

Mount Zion Methodist Church was established in 1870. The original site was the corner of Old Ballas and Olive. The new facility is located on Craig Road.

Ascension Parish is based in Chesterfield. The early records are vague, but one baptismal record dated 1903 has been found.

St. John's United Church of Christ met in Hog Hollow (now Lake) in 1892. The present church is on the site selected by the membership in 1893.

Manchester Methodist Church was established in 1826. In 1798 while this area was under Spanish rule, a local preacher by the name of Rev. John Clark would slip across the Mississippi at night and hold services in the homes of faithful Methodists. It wasn't until 1826 that a building (owned by John Ball) was used as a church. In 1837 a church was built.

Bonhomme Presbyterian Church was located at Chesterfield at White Road. Date: 1840, Style: Modified Federal. This native limestone meeting house, 30' by 44' was built for Bonhomme Presbyterian Church on property that was originally part of Captain Joseph Conway's 1798 Spanish Land Grant. The church itself had been organized in 1816 in Captain Conway's log home by the Rev. Samuel Giddings of Hartford, Connecticut, becoming the second Presbyterian church organized west of the Mississippi. First members included Captain Conway, Stephen Hempstead, Samuel Hibler, and Thomas Mason. This building remained in use until the 1950's. The present sanctuary is now located on Conway and White Roads. The 1840 building is largely original work with a slave balcony on either side of the nave. Of interest is the brick flue at the gable peak above the south door entrance. Public school classes were held in the basement of the church. The

school records were kept in the Conway home, which was destroyed by fire. The church has now been declared a national landmark.

St. Malachy's Catholic Church in Manchester became active in 1839. For many years it was a mission served by a visiting priest. The first members were Irish, but by 1869 the members of German descent were more numerous. The Germans changed the name to St. Joseph's. They have operated a parochial school since 1851.

Salem Methodist Church in Manchester stands on ground owned by the founder of Ballwin, John Ball. It was started in 1820. The first services were held in log cabins until the church was actually constructed in 1855.

CEMETERIES

BACON FAMILY
Woods Mill Road (Highway 141) on Parkway South Junior High School property

GRAND GLAZE LODGE #342 of HARUGARI SOCIETY
Old Meramec Station Road, south of Manchester Road

MASON-JONES- LACEY FAMILIES
Manchester Road on Ramco Corporation property

REEDER FAMILY
On private road north of Carmen Road

HAM-SMITH FAMILIES
Dietrich Road, south of Manchester Road

ST. JOHN'S E. & R. CHURCH
Sulphur Springs Road, south of Manchester Road

ST. JOSEPH'S CATHOLIC CHURCH (Originally St. Malachy's Catholic Mission)
Creve Coeur Road, north of Manchester Road

MANCHESTER METHODIST CHURCH
Woods Mill Road (Highway 141) North of Manchester Road on the church property

BALL FAMILY
Originally on ground now occupied by Bonhomme Masonic Lodge on Manchester Road. Bodies moved and interred in Salem Methodist Church Cemetery

HERZIG -PETERSON FAMILIES
Oak Street Between Ries Road and New Ballwin Road

ST. JOHN'S LUTHERAN CHURCH
Original plot on Reinke Road, south of Manchester Road. Current cemetery on Manchester Road in Ellisville on the church property.

ST. MONICA'S CEMETERY
Olive and 244, started 1872

ARMINIA LODGE
German families buried there. Among them is the Charles Stemme family. Dates to 1885. Located at Olive and Toreador (across from Fernridge School)

SALEM METHODIST CHURCH
In Ballwin on Manchester Road on the church property

STUART FAMILY
Valley Road, north of Clayton Road

ESSEN FAMILY
Old Eatherton Road, north of Manchester Road

BETHEL METHODIST CHURCH
On Manchester Road in Pond, Missouri on church property

NINIAN HAMILTON FAMILY
On LaSalle Institute property, Highway 109, in Glencoe, Missouri

TYLER-COLEMAN FAMILIES
In Babler Park
Note: There are four additional, unidentified family cemeteries in Babler Park

BATES FAMILY
On Thornhill Estate near Arrowhead Road between Olive Street Road and the Missouri River

TRINITY LUTHERAN CHURCH
Clayton Road, west of Highway 141

CONWAY FAMILY
Conway Road

HIBBLER FAMILY
Conway Road, west of Ballas Road

PARKWAY UNITED CHURCH (Originally Oak Lawn Cemetery)
Ballas and Clayton Roads

HOGG-HIBLER FAMILY
Mason Road on northeast section of Bellerive Country Club Grounds

BACKGROUND INFORMATION

Careers

Four of the possible careers open to students with particular interest in history are archivists, archeologists, historians, and curators.

An archivist's job is to keep valuable records of historical events. An archivist frequently works with historical societies on local, state, and even national levels.

An archeologist's job is digging into the past, finding and studying objects dating back many years. Archeologists delve into the study of past societies by studying the artifacts they have found.

A historian is a recorder. The historian's job is similar to that of a secretary. The records kept by the historian give valuable information of the past events.

A curator is the person in charge of a museum. The curator keeps records of the pieces in the museum. Usually all pieces are numbered, dated, labeled, and a record of the contributor is kept for reference.

Preface for Historical Tours

There are many historical points of interest within the Parkway District. On the following pages, the teacher will find four tours that are divided according to the location of the points of interest. Each teacher is strongly encouraged to read the tours carefully and select historical points relating to their own particular interest or area of study. It is also suggested that the teacher check the School Manual for rules and directions on taking field trips. Children are welcome at many of the places listed in the tours, but be sure to call ahead of time so that someone will be there to meet your group.

There is a set of slides available through your EEE representative. It will be beneficial to preview these with your groups before leaving on a tour. Also available are transparencies which map out the tours and a wooden relief map marking points of interest.

Tour 1 - Northern Tour

**1. Creve Coeur Park. Enter at the main entrance on Dorsett Road just east of Marine Avenue. Have your busses park at the main pavillion.

**1-A. Dripping Springs. This is in Creve Coeur Park down at the lake. To get there, take the steps near the base of the lighthouse tower. The steps end at Marine Avenue and the lake. Cross Marine and follow the road to the Springs. Have your busses drive down to the lake and park on the lot across Marine from the steps.

*2. John Marine Home. Go south on Marine about one mile. The house is on the left side of the road, 12858 Marine, now owned by W. Beckmeier.

**3. George Murphy Home. Continue south on Marine Avenue to McKelvey Road and turn right on McKelvey. Follow McKelvey across Page Blvd. at the point McKelvey becomes Ross Road. On the left is Calvary Heights Baptist Temple. Have your busses park here. The home is on the south side of the church.

*4. Negro School. Continue south on Ross Road and turn right on to Fee Fee Road. The school, now a residence is almost directly across from North Senior High on the right side of the road.

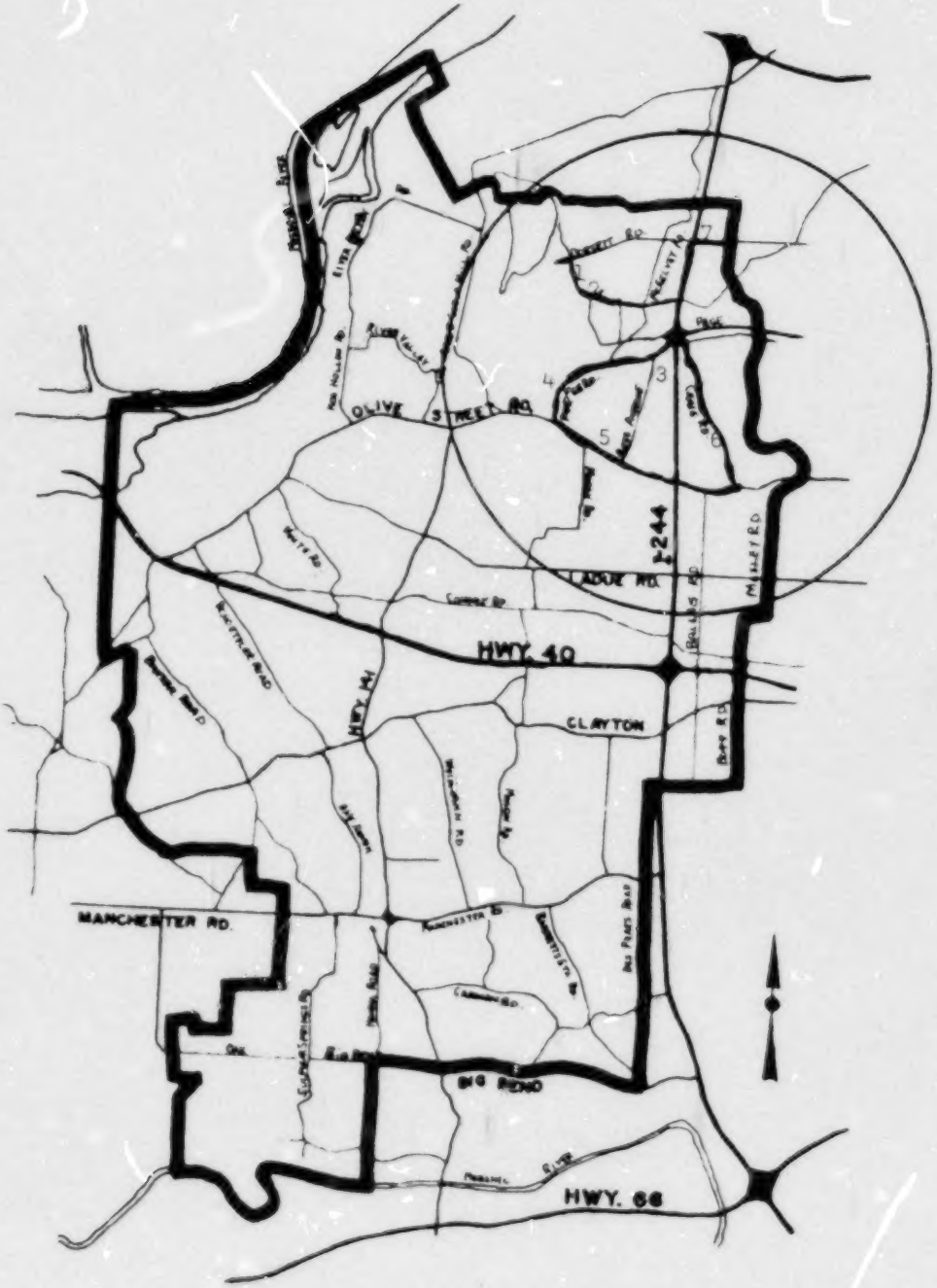
*5. Tappmeyer Farm. Take Fee Fee Road to Olive Blvd. and turn left (east). The farm is on the northwest corner of Ross Road and Olive Blvd.

*6. Niehaus Home. Continue on Olive Blvd. east to Craig Road. Turn left onto Craig Road. The home is west side of Criag, 1347 Craig.

*7. Zion Lutheran Church and School. Continue north on Craig Road to Page Blvd. Turn left on Page and get on Highway 244 going north. Exit on Dorsett Road. Turn right (east), the church is two blocks from the highway.

* Indicates drive by and point out unique features
** Indicates someone to contact for admittance

Tour 1-Northern Tour



Descriptions of Tour 1 Sites

1. Creve Coeur Park

At the main pavillion, there stands an electrical substation building. This was used to power the Creve Coeur Streetcar Line dating from 1900. The Creve Coeur Streetcar Line was the first link of public transportation to the city. Also, from this point in the park, students can see the ox-bow shape of the largest naturally formed lake in Missouri. The base of the old Creve Coeur lighthouse tower is still visible.

1a. Dripping Springs

There is an old Indian legend surrounding these springs about an Indian maiden named Memetonivish. Briefly, she was to have leaped from the top of the spring to the lake, whereupon the lake divided into the shape of a broken heart. This is one of the stories from which Creve Coeur (French for broken heart) derived its name. See EEE unit on Dripping Springs for more detailed information.

* Contact Creve Coeur Park, 434-0225, for reservations. No admittance fee.

2. John Marine Home - 12851 Marine Ave., owned by W. Beckmeier

This is an early farm of the area. Marine Avenue is named after John Marine.

3. George Murphy Home - 1816

George Murphy's son-in-law was captured by the Indians and made to walk to Canada barefoot. He became a white slave to the Indians. A furtrapper found him and purchased him from the Indians. Broester returned home. While living with the Indians, he learned to speak their language fluently and later was able to serve George Washington as an interpreter because of his ability. The Broester girls, Murphy's granddaughters, were among the first school teachers of the area. This home remained in the same family until recently, when it was purchased by Calvary Heights Baptist Temple. Unfortunately, there are plans to destroy the home located at Ross and Page Blvds.

4. Negro School

This is now a home and antique shop located on Fee Fee Road across from North Senior High School. Negroes from this part of the country walked to this school. At that time, this was the only school they could attend. The school was used until the 1930's.

5. Tappmeyer Farm - 1884
12525 Olive Street Road

Example of typical Victorian style farm. Original family continues to farm land.

6. Niehaus Home - 1347 Craig Road

Early farm house made of native stone. Original home built in cracker box (square) shape. Presently owned by M. R. Mandeville.

7. Zion Lutheran Church and School - 1857

One of the original parochial schools in the area. Drive in back of buildings. There is a cemetery on the grounds. Located at 12075 Dorsett Road. Original structure near Dorsett and McKelvey Roads.

Tour 2 - Central Tour

*1. Hackman Log Cabin. Take Craig Road south of Olive Blvd. The cabin is just north of the Creve Coeur Skating Rink in the Creve Coeur Industrial Park.

*2. Early Bank - Creve Coeur Farmers. Go north on Craig Road to Olive Blvd. and turn left (west). Continue on Olive. The bank is on the south side of the road just west of Old Ballas Road.

*3. Stagecoach Stop - Creve Coeur Inn. This is next to the bank.

**4. Creve Coeur Bank. Continue west on Olive Blvd. Creve Coeur Bank is on the right side of the road at Rue de Banque Road.

**5. Lake School. Continue on Olive Blvd. to the first street west of Highway 244. This is Coeur de Ville and turn left.

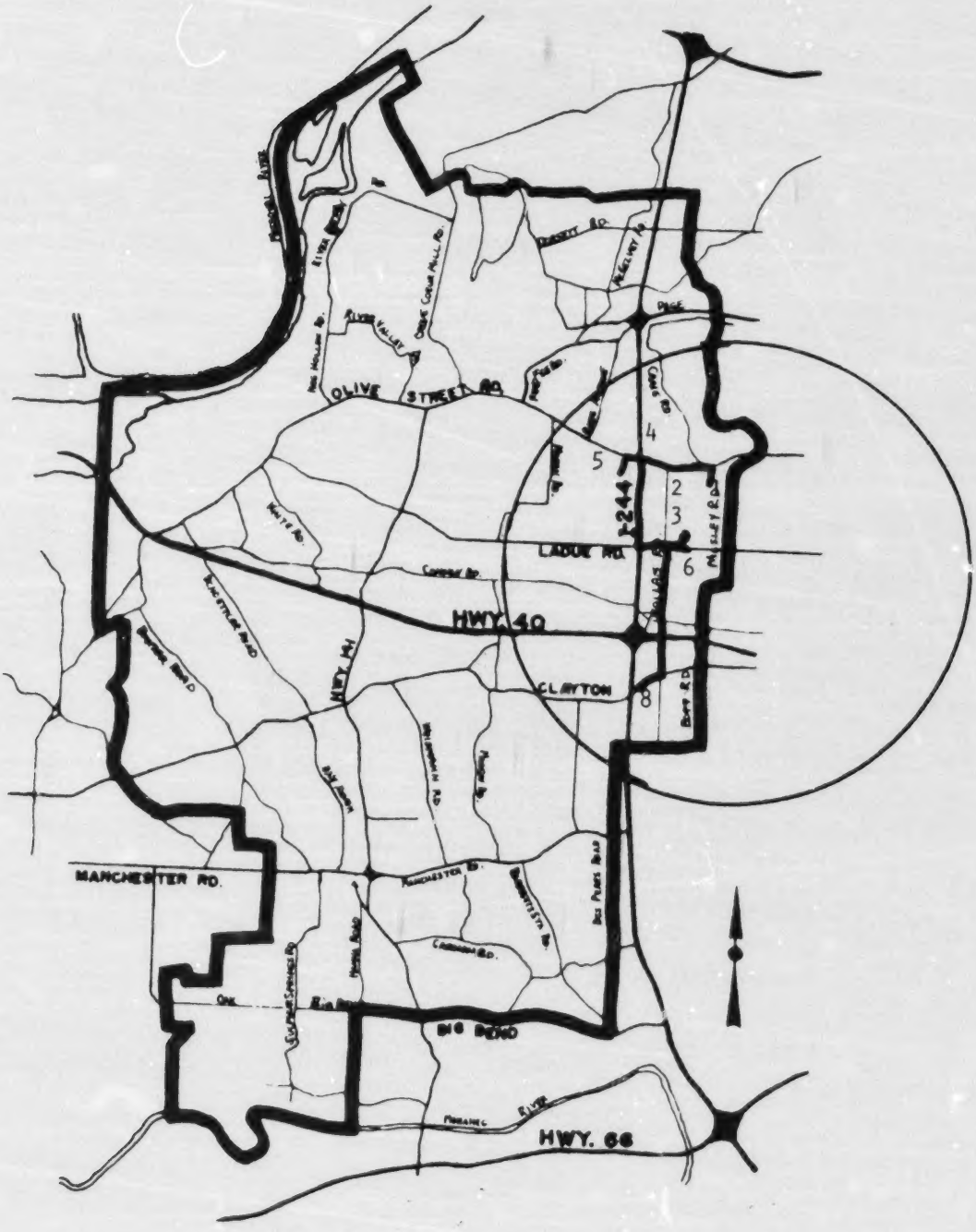
*6. Westchester Estates Lake. Go back to Olive Blvd. and turn right and then enter Highway 244 south. Exit Highway 244 at Ladue Road and turn left (east). Continue on Ladue. The best view of the lake is just east of Ballas on Ladue Road.

**7. Clester Log Cabin. Go south on Ballas Road to Conway Road and turn right (west). The cabin is on the right side of the road in back of the Clester home.

*8. Kopp Log Cabin. Go left on Conway Road. Turn left going south to Clayton Road. Turn right (west) and continue to Cedar Valley Road, turn left.

* Indicates drive by and point out unique features
** Indicates someone to contact for admittance

Tour 2-Central Tour



Descriptions of Tour 2 Sites

1. Hackman Log Cabin - 1850

Presently located next to the ice skating rink in the Creve Coeur Industrial Park at Craig and Olive Blvds. The Hackman family is an old prominent Creve Coeur family. Mr. Hackman was a county judge and one time treasurer of St. Louis County. The cabin is being renovated by the historical society and will be open in the future for tours.

* Contact Mrs. Gladys Hezel, 878-3142

2. Early Bank - Creve Coeur Farmers 1921

Located at Olive Blvd. and Old Ballas.

3. Stagecoach Stop - Creve Coeur Inn

Located next to Early Bank. Olive Blvd. was a main thoroughfare from the Mississippi River to the Missouri River. It was a wood plank road and a toll was collected for passage. It was originally called Central Plank Road. It was a toll road until 1860. The Stagecoach Stop provided stables and lodging for the horses and passengers. It was called the "Fourteen Mile House" because that is the distance from the Old Courthouse downtown.

4. Creve Coeur Bank, 11901 Olive Street Road, 542-3600

The bank has several pictures of historical events of the area on its walls. There are pictures of boat regattas on the river and class portraits of Weber School pupils in the early 1900's, and many more historical pictures. The bank welcomes student groups, but appreciates being notified that you plan on going.

5. Lake School - 1897

Located at Coeur de Ville Road (off Olive Blvd. and Highway 244). The school is restored as a museum. Classes may be conducted there using authentic materials (books and boards) from the old school days. Children are fascinated with the one-room school and appreciate the authenticity with which the school is preserved. There are no bathroom facilities available. (See sample data sheet, p. 74).
* Contact Mrs. Gladys Hezel, 878-3142

6. Westchester Estates Lake, located at Ladue and Ballas Roads

This is the sight of the Creve Coeur Fire Clay Mine. It was the largest industry in the area. The mine had many tunnels and shafts which produced much clay for pottery. It was a lake later when the mine was no longer in operation. There are slides available showing the mine.

7. Clester Log Cabin - 1800 (estimated)

This pioneer cabin was originally on the O. K. Bovard property that is now St. John's Hospital. Through much negotiation, the Clesters purchased the cabin and moved it to its present location. It has been restored and is furnished with many rare household and agricultural tools of the time.

* Contact Mr. and Mrs. L. D. Clester, 434-8690. The cabin is open Fridays only, from May to December.

8. Kopp Log Cabin, located just south of Clayton Road and Highway 244 on Cedar Valley Road

The cabin is presently owned by Dr. C. C. Drace. Dr. Drace makes his home in the cabin with his family.

Tour 3 - Western Tour

*1. Maryville Log Cabin. Get on North Forty Outer Road at Mason Road going west (just at Highway Patrol Headquarters). The cabin is on the north side of the road between Mason and Woods Mill Road.

**2. Baxter Home and Log Cabin. Continue on North Outer Road to Woods Mill Road. Turn left at Woods Mill and go south to Clayton Road. Turn right on Clayton (west) to Baxter Road. At Baxter turn right. The home is directly across from West Junior High School.

*3. Howell Home. Turn left on Baxter Road from the Baxter Home and drive north. The Howell home is on the right side of the road at the intersection of Clarkson and Baxter Roads.

**4. Governor Bates Home. Turn right onto Clarkson Road. Clarkson becomes Olive Blve. at the crossing of Highway 40. Continue on Olive Blvd. to Arrowhead Road. Turn left onto Arrowhead Road and the house is on the right side of the road about a block in. At present, there is a farm gate entrance leading to the home.

*5. Charles Stemme Farmhouse. Go back to Olive Blvd. and turn left. The house is at 13921 Olive Blvd. which is just west of Hog Hollow Road.

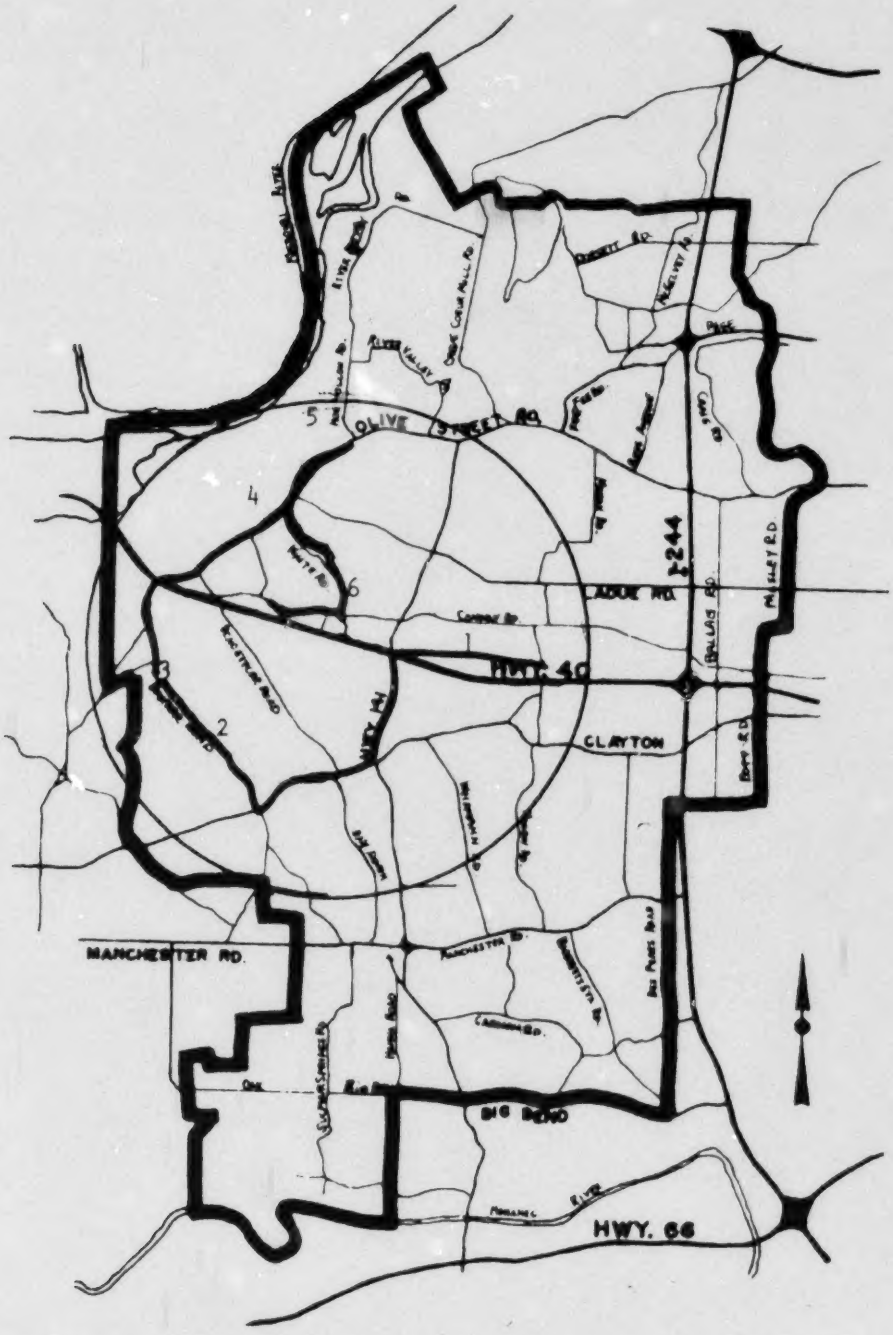
**6. Old Bonhomme Church and Cemetery. Turn around on Olive Blvd. and go back to White Road. Turn left onto White Road and go east to the intersection of White and Conway Roads. The church is on the left side of the road facing Conway Road.

**7. Captain Conway Cemetery. Turn left on Conway Road (west). The cemetery is on the south side of the road.

Note: The main points of interest on this tour are the Bonhomme Church and Cemetery and Governor Bates Home.

* Indicates drive by and note points of interest
** Indicates someone to contact for admittance

Tour 3-Western Tour



Description of Tour 3 Sites

1. Maryville Log Cabin, located off of North Outer Road, Highway 40, between Mason and Woods Mill Roads

The cabin has little known historical significance. Its structure is typical of the homes of the time in the area.

2. Old Bonhomme Church and Cemetery located at Conway and White Roads.

The church was founded in 1816 in Captain Joseph Conway's home. The present building was built in 1840 of native limestone. The church is still in the process of restoration, but children can see the old organ and the slave balcony. In front of the church is a 400 year old charter oak tree where Sunday School classes were held. The church and cemetery have been declared a national landmark.

* Contact Mrs. Alfred Keith, 993-5216

3. Captain Conway Cemetery, located on Conway Road about a mile west of the Old Bonhomme Church on the south side of Conway Road.

Private cemetery of Captain Joseph Conway and his immediate family.

4. Governor Bates Home - 1790, located on Arrowhead Road, north of Olive Blvd., between White Road and Highway 40.

The home of the second governor of Missouri. The Missouri River can be seen from the property. Governor Bates was to have crossed the river daily to go to the capitol in St. Charles. On the property is a slave log cabin and the family cemetery. The home is being renovated by the St. Louis County Park Department.

* Contact Mrs. Konzellman at St. Louis County Park Department, 889-2458

5. Charles Stemme Farm House, located at 13921 Olive Blvd., Harry Beffa, owner

Typical victorian farm house dated 1858.

6. Howell Home, located at Clarkson and Baxter Roads

Typical Missouri farm house

7. Baxter Home and Log Cabin, located at Baxter Road (across from West Junior High School)

* Contact Jim Schmidt

Tour 4 - Southern Tour

*1. Strumfels Log Cabin. Go south on Woods Mill Road past Clayton Road. The cabin is on the left (east) side of Woods Mill. This is about a half mile south of Clayton Road.

**2. Bacon Log Cabin. Continue south on Woods Mill to Dutch Mill Drive. Turn right (west) on to Dutch Mill and follow to Henry Avenue. Turn left on to Henry (south) and the cabin is just past Henry School on the right (west) side of the road at the corner of Spring Meadow Drive and Henry Road.

*3. Manchester School Annex. Continue south on Henry Road. The school is on the left side of Henry, just north of Manchester Road.

*4. Manchester Ball Park. Continue on Henry Avenue south and cross Manchester Road. The ball park is straight ahead.

*5. Lyceum Building. Go east on Manchester Road from Henry Avenue. The building is now a vegetable market and is on the right side of the road west of Woods Mill Road.

*6. Calico Shop. Continue east on Manchester. This is just past the Lyceum also west of Woods Mill on the right side of Manchester.

*7. Andrew King Home. Continue east on Manchester to Woods Mill Road. Turn right and go south about 1 mile to Carman Road. Turn left (only way to turn) and follow about a half mile to Glyn Cagney. The King home is just around the circle to the left. The address is 305 and it is owned by the Taylor family.

**8. Indian Mound. Go back out to Carman Road and turn left (east). About a half mile on the right is LaBonne Parkway (Countrylane West Subdivision). Turn right and follow LaBonne Parkway to the fenced sidewalk just past Mount Dore Drive. The sidewalk is on the right and the Indian Mound is visible from LaBonne Parkway.

*9. Barretts School. Continue east on Carman Road to Dougherty Ferry Road. The school is on the southwest corner of the intersection.

**10. Museum of Transportation. Go east on Dougherty Ferry Road to Barretts Station Road. Turn right (south) and follow to the museum.

**11. Jarville - Queeny Park. Take Barretts Station Road north to Manchester and turn left on Manchester going west. Continue on Manchester to Mason Road and turn right (north). Go north on Mason about one mile. The House and park are on the left side of the road (west side).

*12. Dietrich House. Go back to Manchester and turn right

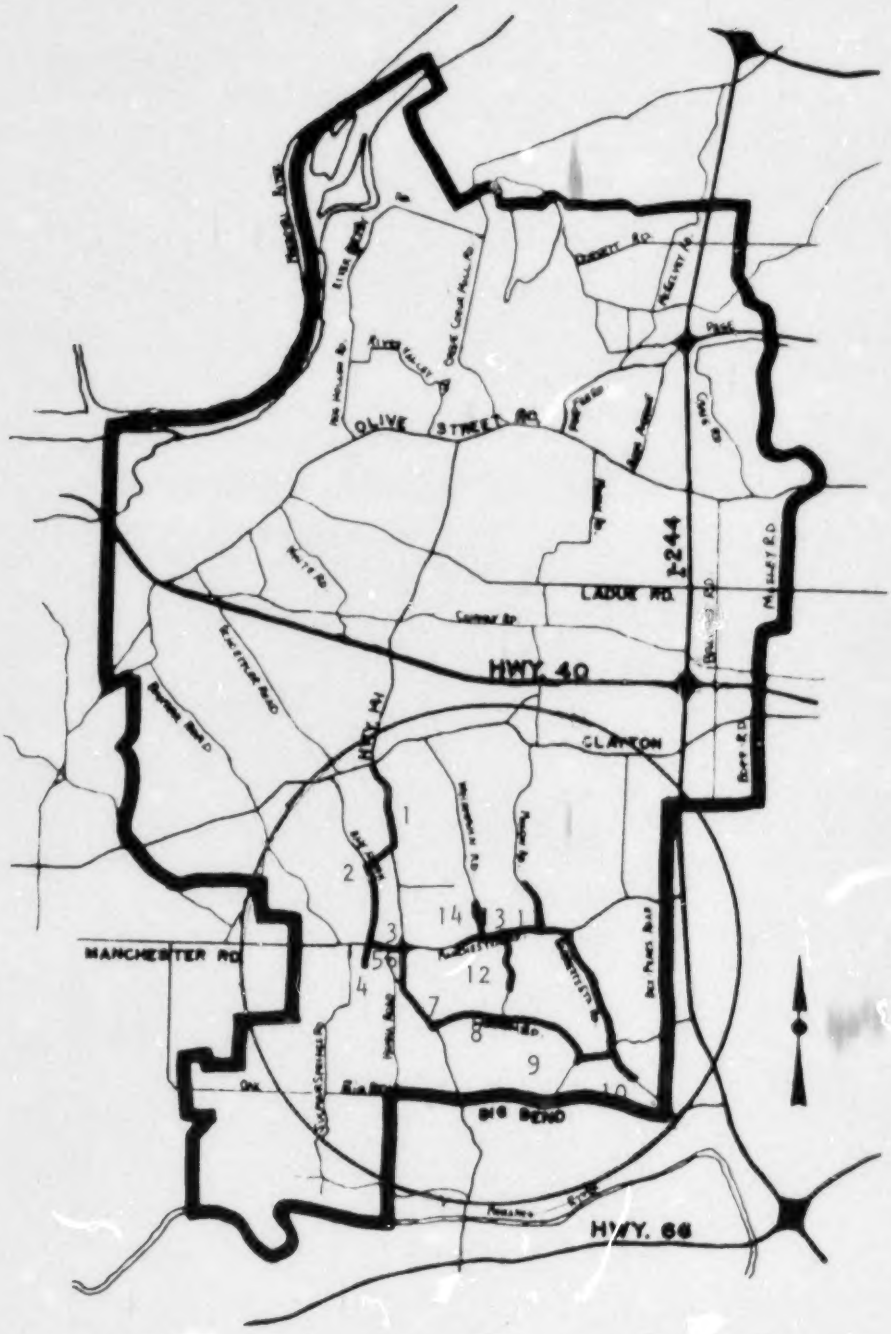
(west). Take Manchester to Dietrich Road and turn left on to Dietrich. Take Dietrich about 3/4 mile south and the house is on the right side of the road. It is now a two-story, white frame home, owned by the Wehrman family.

*13. Mason House. Turn around and go back to Manchester. Turn left on Manchester to Weidmann Road and turn right (north). The Mason House is the first house on the right, about 3/4 mile north of Manchester. There is a pond before the house and the house, a white stone building, can be seen just past that through the trees.

**14. Nathan Jones Grave - Lacy Family Cemetery. Continue west on Manchester Road and turn right into the drive of Ramsey Corporation. The east entrance leads to the visitors parking. The cemetery is visible from the west entrance drive on the land in front of the company.

* Indicates drive by and point out places of interest
** Indicates someone to contact for admittance

Tour 4-Southern Tour



Descriptions of Tour 4 Sites

1. Strumfels Log Cabin, 878 Woods Mill Road

   Typical farm house of area in 1800's. Two-story log cabin.

2. Bacon Log Cabin - 1840. Located at Spring Meadows Drive and Henry Avenue

   This pioneer farm home is owned by the Old Trails Historical Society. It is presently being renovated.

   * Contact Mrs. E. Keil, 527-3236

3. Manchester School Annex - 1907, located on Henry Avenue just north of Manchester Road

   This was the original Manchester School.

4. Manchester Ball Park, located at Henry Avenue just south of ManchesterRoad

   This was a civil war encampment. Several buckshot shells have been found on the fields.

5. Lyceum Building - 1894, 920 Manchester Road

   The building is Italianate in style and was the first theatrical house in the area.

6. Calico Shop, 748 Manchester Road

   This is said by some to be the early Manchester School. Behind the shop is a log cabin.

7. Andrew King Home, located at 305 Glyn Cagney, off of Carman Road, south of Manchester and Woods Mill Roads

   Presently owned by the Taylor family.

8. Indian Mound

   This is located east of Woods Mill Road between Carman Road and Big Bend Road. If you drive on LaBonne Parkway, there is a sign and a sidewalk leading to it.

9. Barretts School - 1937

   Originally this was a one-room school built for $7,000. The rock used to build the school came from a local quarry.

10. Museum of Transportation, Barretts Station Road

    * Contact Mrs. Robertson, 965-6885.

11. Nathan Jones Grave, located on the Ramsey Corporation grounds, Manchester Road, near the west entrance

Nathan Jones was a member of the Mounted Rifle Company of the Missouri Militia in the War of 1812. This is the Lacy family Cemetery.

* Ramsey Corporation, 227-5371

12. Dietrich Log Cabin, located on Dietrich Road, one half mile south of Manchester Road

The log cabin is now a two-story, white frame home owned by the Wehrman family. Across the street are two small log cabins that are used as storage by the Meyer family.

13. Mason House - 1818, 313 Weidmann Road

The house is made of white stone.

14. Jarville (Queeny Park) - 1853, located on Mason Road, 1 mile north of Manchester Road

* Contact Mrs. Konzellmann, St. Louis County Parks Department, 889-2458.

INSTRUCTIONAL PROCEDURES

The following activities are to be used to teach the objectives and should be adapted by the teacher to the ability of the pupils being taught.

1. On an outline map of this area mark - Indian trails, Lewis and Clark campsites, old schools, new school, famous old homes, and main roads.

2. Make some Indian musical instruments such as Tom-toms.

3. Learn some dances - Indian dances, square dances, and Virginia Reel.

4. Keep a diary of things that might have happened -

   a. If you lived in an old house

   b. If you went to an old school

   c. Worked at a Trading Post

   d. Drove a stagecoach

   e. Traveled with Lewis and Clark

   f. Hunted with the Indians

5. Read books about - Indians, Lewis and Clark, Early settlers -- report to class.

6. Write a story and pretend you were a farmer taking your crops to the market in St. Louis by way of Manchester or Olive Street Road.

7. Compare an old trading post with a modern shopping center.

8. Dramatize a visit by an Indian to a trading center. The Indian has brought meat to trade. You might use puppets for this or other role plays.

9. Find out what crops were grown here in olden days and what crops are important now.

10. Plan a large mural -- Indian life in this area or settler's life in this area. Be sure to include a school, church, sawmill, blacksmith's shop, feed store, and wagon maker's shop. The mural might be painted on burlap with tempera paint - this will give a rustic effect.

11. Draw picture or construct the flags that have flown over this area. French, Spanish, and United States. Six Flags

has a poster.

12. Do a project on Indian Art. Make headdresses of various types, jewelry (use paper mache, mold to look like bear claws, porcupine quills, etc.; solid balls of paper mache can be strung to look like a necklace of beads.)

    Pottery; Diorama - use clay, natural twigs, sponge, dirt, and sand; Wigwam - use wood gathered by children and brown craft paper.

13. Do a project on Early Settlers

    a. Construct - trading post, log cabins, flat boats, paddle boats, stagecoach.

    b. Simulated animal skins can be made and decorated - use brown craft paper, crush it and moisten it and paint on brown shoe polish. When paper dries, stretch on wall like animal skin.

14. Find out about the art work of George Bingham (first native artist in Missouri) and George Catalin (traveled west of the Mississippi River doing portraits of the Indians.)

15. Make illustrations - How did the area look 100 years ago? 50 years ago?

16. Keep a booklet about - problems in the area, good things in the area.

17. Investigate--Why didn't the Missouri and Meramec Rivers become as important as the Mississippi?

18. If some man (Lewis, Clark, Conway) came back to this area today, what would be his reaction?

    a. How have the people changed?

    b. How has the land changed?

    c. How have the institutions changed?

19. Write a letter to the St. Louis County Planning Commission and find out how this area will be used in the future.

20. Investigate--Are there any newspapers printed in this area? Find out about them.

21. Make a list of changes that have taken place in our community.

22. Compare the past with the present in relation to:

    a. food
    b. houses
    c. clothing
    d. transportation
    e. communication
    f. churches
    g. schools
    h. government
    i. use of the land, rivers, etc.

23. Take one of the tours suggested. On tour keep a record of things of interest to you. Draw a map showing where the tour went, marking any stops you made. At the EEE office, there is available to all classes a wooden relief map made by students from Weber School. Also available are transparencies mapping the tours and slides of the tour sights.

24. Study Indian signs.

25. Visit older people who may live near your school. (Teachers screen these carefully.)

26. Visit old cemeteries.

27. Dittos for primary children to construct pioneer villages.

28. Children could study streets in their areas and learn the origin of their names.

29. Old Indian recipes (not tested by these writers)

Following Recipes Used During Civil War

Syllabub

Pare off very thin yellow rind of four large lemons and lay it in the bottom of a deep dish. Squeeze the juice of the lemon into a large bowl containing a pint of white wine, and sweeten it with half a pound of powdered loaf-sugar. Then, by degrees, mix in a quart of cream. Pour the whole into the dish in which you have laid the lemon peel, and let the mixture stand untouched for three hours. Then beat it with rods to a stiff froth, (first taking out the lemon peel), and having put into each of your glasses a tablespoon or more of fruit jelly, heap the syllabub upon it so as to stand up high at the top. This syllabub, if it is kept in a cold place, may be made the day before. (This is an old recipe for whipped cream.)

Indian Pound Cake

Sift a pint of fine yellow Indian meal, and half a pint of wheat flour, and mix them well together. Prepare a nutmeg beaten and mixed with a tablespoon of powdered cinnamon. Stir together till very light, half a pound of powdered white sugar; and half a pound of fresh butter; adding the spice, with a glass of white wine, and a glass of brandy. Having beaten eight eggs as light as possible, stir them into the butter and sugar, a little at a time, in turn with the meal. Give the whole a hard stirring at the last; put into a well-buttered tin pan, and bake it about two hours.

This cake (like everything else in which Indian meal is an ingredient) should be eaten quite fresh; it is then very nice. When stale, (even a day old) it becomes dry and rough as if made with saw-dust.

Soft Soap

Take white bar soap, 4 lbs., cut it fine and dissolve by heating in soft water, 4 gallons, adding sal soda, 1 pound. When all is dissolved and well mixed, it is done.

Coloring Cloth Black

Impregnate the material with acetate of iron mordant, and then boil in a decoction of madder and logwood.

Return to:

Verlin Abbott
Administration Building
455 N. Woods Mill Road
Chesterfield, MO 63017

School_____

Teacher_____

Unit_____

Student post-test results will be grouped in the following manner:

Example:

Number of post-test questions given 12 - 6 .

Number of students	Number of questions answered correctly.

Number of post-test questions given._____

Number of Students	Number of Questions Answered Correctly

Number of post-test questions given._____

Number of Students	Number of Questions Answered Correctly

BIBLIOGRAPHY

Bates, Frederick, Life and Papers of Frederick Bates. Two volumes, published by Missouri Historical Society, edited by Marshall. (St. Louis County Library)

Goodson, Rose Mary, Gateway to the West. St. Louis: H. J. Stoettelman Publishing Co., 1969. (Available at Jefferson National Expansion Historical Association).

Gregg, Kate L.,"Explorers in the Valley," from Missouri Historical Review. Volume XXXIX, July 1945. (St. Louis County Library).

Houck, Louis, History of Missouri. Donnelley, 1908. (St. Louis County Library).

The Lewis & Clark Expedition, American History Illustrated, published by The National Historical Society, 1970, (available at Jefferson National Expansion Historical Association).

March, David D., The History of Missouri. New York: Lewis Historical Publishing Company, 1967. (St. Louis County Library).

Shoemaker, Floyd C., Missouri and Missourians. Volumes I - V. Historical Publishing Company, 1941. (St. Louis County Library).

Thomas, William L., The History of St. Louis County Missouri. Volumes I and II. S. J. Clarke Publishing Company, 1911. (St. Louis County Library).

Pamphlets:

Along the Trail, Old Trails Historical Society, Mrs. Edward W. Keil - Editor, West County Office Supplies - printer, 1969.

Creve Coeur and Surrounding Area, Citizen's Historical Committee, Encore Printing Co., 1968.

Know Your Schools - Parkway School District, The League of Women Voters of Central St. Louis County, 1970.

Lewis and Clark Trail Map in Missouri, published by the Lewis and Clark Trail Committee of Missouri.

100 Historic Buildings in St. Louis County, Interim Survey Report, Editor - Cotton, W. Philip, St. Louis County Department of Parks & Recreation, 1970.

The University of Missouri Bulletin, Mo. Handbook Number 2, "Our Storehouse of Missouri Place Names," Robert L. Ramsay, Volume 53, Number 34, published by The University of Missouri, Columbia, November 15, 1952.

Transport Museum, National Museum of Transport, St. Louis, Missouri.

Service Directory 1971-1972, Lafayette Chamber of Commerce, Hausman Publications, Inc., 1971.

Pioneer Children of America, by Caroline D. Emerson, D. C. Heath and Co., 1967.

Films:

Available from the Audiovisual Education Department of the Cooperating School Districts of the St. Louis Suburban Area, Inc.

"American Pioneer" 027800

"Indian Hunters" 454400

"Pioneers of the Plains" 887000

"Pioneer Blacksmith" 686400

"Missouri - A Living Portrait" 592000

"Missouri River, The" 592400

Available from St. Louis County Library

"Pioneer Community of the Midwest"

"Our Changing Family Life"

"Indian Family of Long Age"

"Indians of Early America"

*"Time and St. Louis"

*"St. Louis - City of Flight"

*"St. Louis - Fabulous Summer"

*"St. Louis - Flamboyant Years"

*"St. Louis - The Gilded Years"

*"St. Louis - The Steamboat Years"

*"St. Louis - 1764-1964"

*"Secrets of St. Louis"

* Background for older students

Filmstrips:

"Our Land and Its Story," Singer, Chicago, Illinois. 6 filmstrips, reading script.

"American Indian Legends," Coronet, Chicago, Illinois. 6 filmstrips and records.

"Pioneer Community," Coronet, Chicago, Illinois. 6 filmstrips, and tapes.

SUPPLEMENTAL
PAGES

DATA SHEET

This is just a sample. Teachers should adapt this for their own purposes.

A Visit to Lake School

Compare - Past and Present School Situations

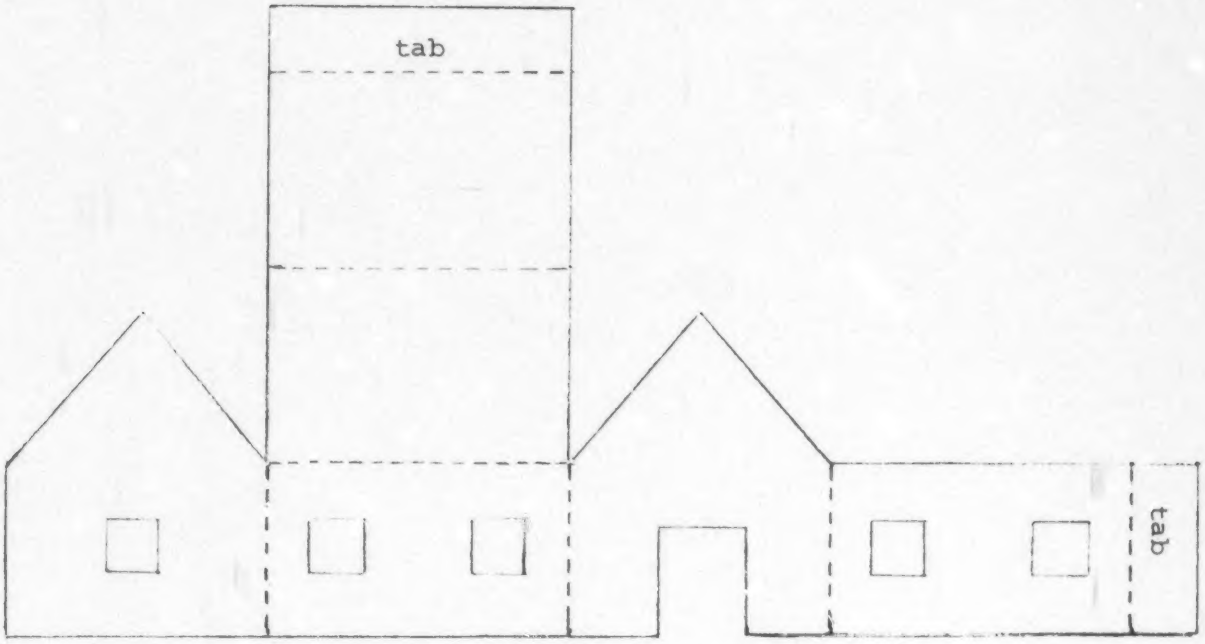
	Past	Present
Building		
Books		
Desks		
Heating System		
Drinking Water		
Flag		
Maps		
Teacher's Clothing		
Bell		
Other things you noticed.		

RESOURCE PEOPLE

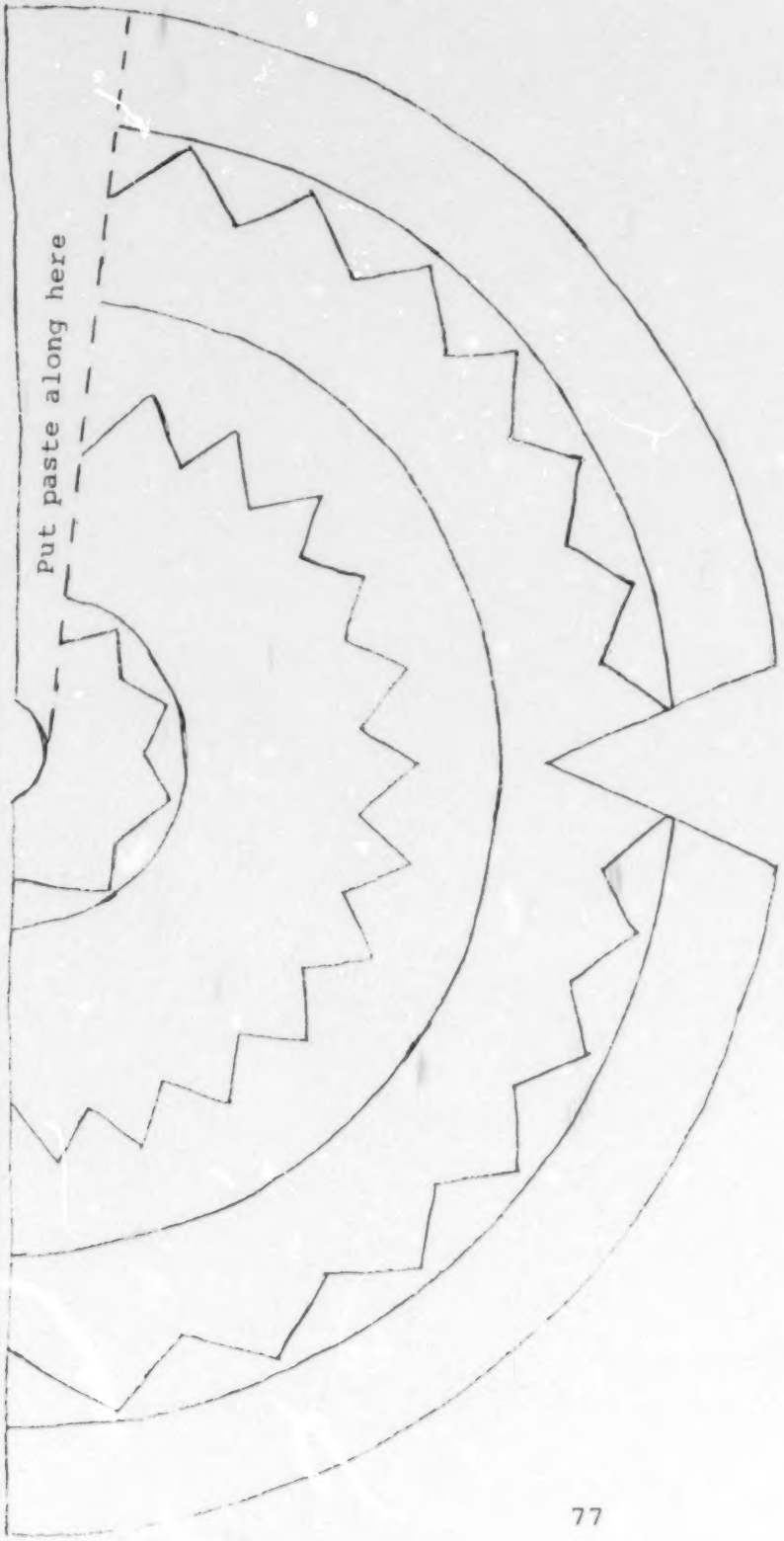
Mrs. Clarice Beckmier 12851 Marine Ave. 878-7572	Teacher at Ross - lives in John Marine home on Marine Ave. Life-long resident. Has ice saw she will loan to class.
Mrs. Lydia Kirchoff 12521 Marine Ave. 878-7469	Will talk to class about teaching in a one-room school (retired Parkway teacher) wealth of information of the area, tqught in old Creve Coeur School, Page and 244.
Mrs. Edward Keil Rt. 1 Box 473 527-3236	Will talk to class about Indians - Civil War history of area brings in relics, guns, antique dolls, etc. Excellent with children.
Mrs. Gladys Hezel 878-3142	In charge of "LakeSchool" gives lecture to children at the school, life-long resident.
Mr. and Mrs. L. D. Clester 12433 Conway Road 434-8690	Delightful couple - teach the class by touring their log cabin and demonstrating early farm and trade tools.
Mr. Fred E. Voelker 7808 Big Bend Blvd. 961-0104	Expert on Indian and Mountain men of area - (now charging fee)
Mr. Leo Reuther, Sr.	Has Chamber of Commerce of Creve Coeur books which include short history of the area - will be glad to give copy for each student.
Mr. Edward G. Budde	Retired lawyer, expert on Lewis and Clark Trail. Taken trail many times himself. Will come to any class room and speak.
Mrs. Juanita McKe.	Teacher at South Jr., has great collection of items and pictures of Manchester area.
Mrs. Al Keith	Director of shrine of Old Bonhomme Church, will give slide presentation of early church and school for class.
Mr. Wesley Morris	Custodian at McKelvey School. Worked in clay mines that were located at Ladue and Ballas. He has pictures and will come and talk about early mine operation.

PIONEER FORT

Make a pioneer fort. To make the buildings look as if they were log cabins, use corrugated board with the diagram below as a basis for any log building you need. Use paper cups for tepees and twigs and leaves for trees. The cleverness of your fort will depend upon your originality in using odds and ends for miniature objects.



MAKE A WIGWAM



It is easy to make a wigwam that will stand up.

First, color the large semi-circle with crayons or colored pencils. Next, cut carefully around outside line.

Put paste where marked, and curve the wigwam around until opposite edge meets dotted line. Smooth and press pasted area with fingers.